FordFest
5-PAGE PHOTOFEST INSIDE

FIESTA SUPERSPORT
IN-DEPTH GUIDE

COSWORTH RS2000
FAST ROAD ESCORT

Classic Ford

RESTORE • MAINTAIN • MODIFY

December 2025

VOTE FOR YOUR CLASSIC FORD OF THE YEAR
See page 24

PLUS: 5 OF THE BEST MODERN CLASSIC PROJECT CARS

YOUR NEXT PROJECT CAR

How to take on and complete a successful build ready for next year's shows!

NEW ESCORT 1.3L REBUILD!

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Give your Mk2 Escort the classic rally look

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Understanding retro rubber with Longstone

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TRIPLEX CAPRI 3.0S
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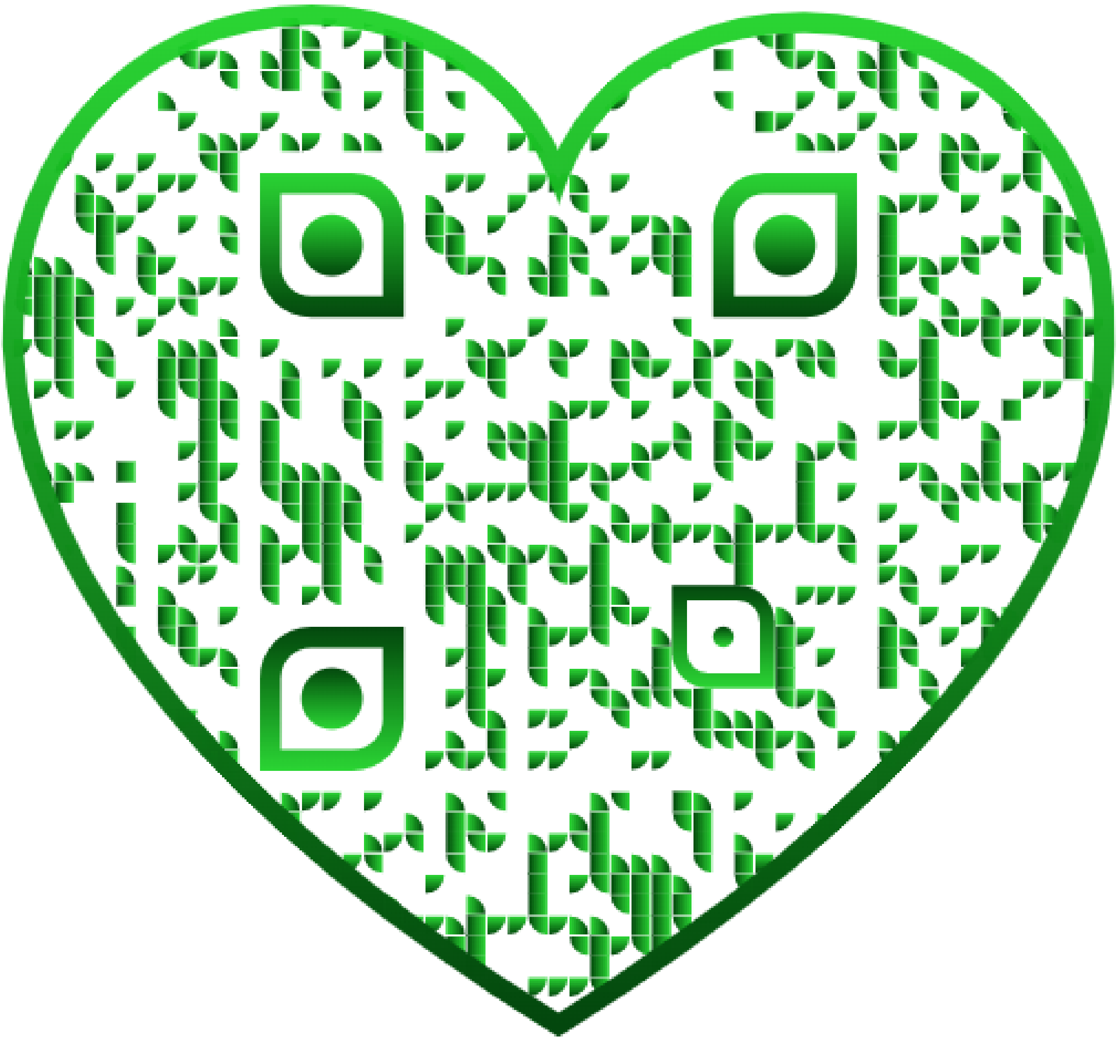

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Full colour Motorsport Catalogue NOW AVAILABLE!

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MOTORSPORT CATALOGUE 2020

ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears £495.80 £594.96

SPARES			
Spare side gears, 18 tooth	each	£32.50	£39.00
Motorsport plate kit		£83.90	£100.68
Wavy plate	each	£16.30	£19.56
Atlas CWP, 3.4, 3.7, 4.6, 5.1		£251.80	£302.16
Atlas axle casing, thick tube, double pinned & breather		£218.60	£262.32
Pig's head only		£165.00	£198.00
Atlas axle pinion flange		£49.90	£59.88

Axle end stubs, R/H & L/H thread	pair	£49.90	£59.88
Axle locking rings, R/H & L/H thread	pair	£21.90	£26.28
Locking ring adjustment tool		£25.50	£30.60
Caliper mount brackets, suit AP	pair	£29.50	£35.40

Fully-floating axle kit £328.60 £394.38

Fully floating hub assembly without shafts	pair	£218.60	£262.32
Fully floating axle kit, inc.(2) F/F Hub assemblies plus (2) '4340' halfshafts,18 tooth (choice of length)		£328.60	£394.38
Flange to suit F/F hub kit	each	£49.50	£59.40
SPARES			
Studs		each5.90	£7.08
Seal pack	pack 2	£13.90	£16.68
Bearing, top quality	each	£38.90	£46.68
770mm '4340' halfshaft, 18 tooth	each	£77.50	£93.00
820mm '4340' halfshaft, 18 tooth	each	£82.50	£99.00

All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications.
4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

266 x 21 'Forest' type discs	pair	£159.00	£190.80
FBL 002 disc bells	pair	£51.00	£61.20
Halfshaft flange, not F/F, suit std. axle	each	£59.50	£71.40

ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps) Available 18 tooth (mates with semi-floating conversion kit)		£395.80	£474.96
Available 22 tooth (mates with std. halfshaft)		£395.80	£474.96
Spare plate kit		£39.50	£47.40
Spare side gears, 18 or 22 tooth (please state)		£32.50	£39.00
English CWP 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3		£231.50	£277.80
Spare side bearing, top quality		£19.90	£23.88
Crush washer		£5.90	£7.08
Crown wheel bearing		£9.90	£11.88
Pinion bearing		£14.90	£17.88
Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth		£443.80	£532.56
English axle weld-on brace ring		£39.90	£47.88
Special 10mm axle brace, English axle		£99.50	£119.40
SPARES			
Semi-floating hub assembly (less bearing)	each	£144.40	£173.28
Bearing '4340'		£48.90	£59.76
Halfshaft, suit semi-floating kit		£77.50	£93.00
Flange, not semi-floating, suit std. axle		£59.50	£71.40
Flange, Group 1 type		£59.50	£71.40
Brake disc, 265 x 10	each	£34.50	£41.40

HELICAL LSDs, BLACKLINE

English axle, Caterham, 22 spline	£324.00	£388.80
Atlas axle, 16 or 18 spline	£354.00	£424.80
Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/185 trans)	£399.00	£478.80
Sierra 7", Caterham	£399.00	£478.80
Focus ST170, Mini Cooper 'S' (6-speed Getrag box)	£399.00	£478.80
Ford Fiesta ST180 186	£495.00	£594.00
9" Ford USA, 28 or 31 spline	£495.00	£594.00
Mazda MX5 (94-05)	£399.00	£478.80

TRANSMISSION PARTS, BLACKLINE

4-speed bearing type gearlever	£38.50	£46.20
5-speed bearing type gearlever	£40.50	£48.60
5-speed quickshift conversion kit	£13.50	£16.20
M10 ally 'Pro' gearknob	£14.90	£17.88
M10 white or black nylon gearknob	£12.50	£15.00
Propshaft, Type 9 - English or Atlas axle	£89.50	£107.40
RS2000 bellhousing, quick release	£129.00	£154.80

Wilwood brakes kits from £329.46 £395.35

Mk2 Front Wing £72.10 £86.52

ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper		£329.46	£395.35
Wilwood brakes kit, 247x20, Midilite caliper		£515.34	£618.41
AP Racing brakes kit, 266x21		£945.00	£1134.00
Wilwood brakes kit, 285x21, Midilite caliper		£628.54	£754.25
Wilwood Powerlite 4-pot caliper		£119.50	£143.40
Wilwood Midilite 4-pot caliper		£164.50	£197.40
Escort Mk1 stainless brakeline kit		£29.74	£35.69
Escort Mk2 stainless brake line kit		£29.74	£35.69
Balance bar pedal box, cable clutch, pressed pedals		£119.50	£239.40
Balance bar pedal box, hydraulic clutch, pressed pedals		£225.00	£270.00
RMD Formula pedal box		£207.60	£249.12
LED balance bar display		£98.80	£118.56
RMD master cylinders	from	£23.50	£28.20
Wilwood master cylinders	from	£31.50	£37.80
Wilwood proportioning valve, knob		£44.50	£53.40
Wilwood proprtioning valve, lever		£59.50	£71.40
Blackline 'swaged' stainless brake lines, 3-line		£29.74	£35.69
Classic Ford wheels	6x13	£69.00	£82.80
	7x13	£76.00	£91.20
	8x13	£87.50	£105.00
	8x15	£99.00	£118.80

Classic Ford wheels from £69.00 £82.80

Poly' bump stops, top axle mounting	pair	£8.12	£9.75
Escort 11/1300 front springs, 145-220lbs	pair	£37.80	£45.36
Escort RS front springs, 145-220lbs	pair	£37.80	£45.36
1.9" & 2.25" coil springs, 20,000 in stock!	each from	£17.90	£21.48
Adjustable spring seat kit		£24.50	£29.40
Helper spring adaptor, 2.25"-2.25"		£10.50	£12.60
Gaz, adjustable front shocks	each	£67.60	£81.12
Gaz, adjustable (3-way) front shocks	each	£299.50	£359.40
Gaz, adjustable rate rear shocks	each	£65.00	£78.00
Quick steering racks	RH 2:9 ratio	£124.50	£149.40
	RH 2:4 ratio	£144.80	£173.40
	LH 2:4 ratio	£154.50	£185.40

H/duty quick steering racks	RH 2:4 ratio	£179.50	£215.40
	RH 2:2 ratio	£209.50	£251.40
	LH 2:4 ratio	£189.50	£227.40
	LH 2:2 ratio	£219.50	£263.40
OEM style steering rack mounts	pair	£16.80	£20.16
Roller bearing top mount - spherical bearing,	each	£49.50	£59.40
Roller bearing top mount - roller bearing,	each	£49.50	£59.40
Roller bearin plastic dust covers	pair	£9.50	£11.40
Spherical bearing race type top mounts	pair	£49.60	£59.52

OEM TCA's £63.50 £76.20

TCA's 'Pattern' style	pair	£44.50	£53.40
TCA's 'OEM' style	pair	£68.50	£82.20
TCA bush insertion tool		£14.90	£17.88
Twin cam anti-roll bar		£74.50	£89.40
Anti-dive kit		£39.00	£46.80
World cup X-member		£116.50	£139.80
World cup mounts	pair	£36.50	£43.80
RS2000 track rod ends	each	£11.50	£13.80
Group 4 style all steel U/J coupling		£21.80	£26.16
4-link kit		£129.50	£155.40
Heavy duty 4-link kit		£195.00	£234.00
Group 4 round turret kit	kit	£65.00	£78.00
Mk1 spring shackles	car set	£17.00	£20.40
Mk2 spring shackles	car set	£23.50	£28.20
OEM Escort RS struts	each	£96.95	£116.34
Group 4 spec. front RS struts	each	£138.00	£165.60
260/60 & 300/70 Bilstein inserts		£99.50	£119.40
260/60 & 300/70 Blackline inserts		£69.50	£83.40
Escort RS stub axles	pair	£130.00	£156.00
RS steering arms	pair	£69.50	£83.40
Heavy duty steering arms, gusseted	pair	£79.50	£95.40
Quick fit steering arm kit	pair	£9.60	£11.52
Ally hubs - standard or Group 4	each	£49.50	£59.40
Stub axle hardware kit		£12.90	£15.48
Watts linkage kit		£209.50	£251.40
Taper leaf springs, 146lb rate	each	£49.50	£59.40
Ally tube strut brace, round tube		£46.90	£56.28
Work style 60mm oval tube strut brace		£54.50	£65.40
Rear lamp protectors	pair	£12.90	£15.48
Chassis mounted sump guard, wet sump		£149.00	£178.80
Kaylan mudflaps, 4mm (500x300)	pair	£16.50	£19.80
Body jacking kit	car set	£119.50	£143.40
Ford hub nut socket, 3/4"D, 65mm		£13.90	£16.68

Mk1 Mexico front wing, LH or RH	each	£265.22	£318.27
Mk2 front wing, LH or RH, std.	each	£72.10	£86.52
Mk2 front wing, LH or RH, RS2000	each	£175.00	£210.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk

X-Flow ally radiator £199.60 £239.52

X-Flow ally radiator	£199.60	£239.52
RS2000 (Pinto) ally radiator	£199.60	£239.52
Large header rad, Cosworth, Duratec	£199.60	£239.32
13/235 oil cooler	50.10	£60.12

Silicone hose kit, Mexico or RS2000 (available blue, black or red) £62.34 £74.81

20,000 SILICONE HOSES IN STOCK, BLACK, RED & BLUE

Lockable fuel filler cap assembly £49.50 £59.40

WCP Interupter pump £29.00 £34.80

WCP interupter fuel pump		£29.00	£34.80
WCP solid state fuel pump		£19.00	£22.80
WCP injection fuel pump	from	£32.19	£38.63
Bonnet pin kits, stainless slider		£5.00	£6.00
Bonnet pins only, marine quality stainless	pair	£6.90	£8.28
Bonnet pin kits, alloy		£7.00	£8.40
Aerocatch	from	£32.20	£38.64
Avanti map light	from	£19.50	£23.40
Manifold wrap, 2" x 15 metres (50ft), Vermiculite		£29.60	£35.52
Roll cage padding, 3ft, B1 fire rating		£6.00	£7.20

M16 Calipers from £99.00 £118.80

M16 calipers to fit standard discs,	pair	£99.00	£118.80
M16 calipers to fit vented discs (no spacers needed),	pair	£108.50	£130.20
M16 caliper, shouldered bolts, set of 4		£17.90	£21.48
Group 1 vented discs (247x20,	pair	£45.32	£54.38

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13 Kit £159.80 £191.76

Escort Laminated & Heated Screens

Escort Mk1 Front heated laminated screen (inc. rubber)		£198.60	£238.32
Escort Mk2 Front heated laminated screen (inc. rubber)		£198.60	£238.32
Escort Mk1 front screen rubber		£24.92	£29.90
Escort Mk1 rear screen rubber		£23.92	£28.70
Escort Mk2 front screen rubber		£29.08	£34.90
Escort Mk2 rear screen rubber		£29.08	£34.90
Laser windscreen chip repair kit		£13.90	£16.68
14" or 17" rear view mirror		£14.90	£17.88
Mirror mount brackets, 37 or 44mm	pair	£12.90	£15.48

Escort Mk2 Rubber Parts

Bonnet bump stop	pair	£7.20	£8.64
Bonnet rail bump stop, set of 4		£14.90	£14.28
Bonnet bump stop, centre-rear		£6.10	£7.32
Wiring loom bulkhead grommet		£7.90	£9.48
Bonnet release cable grommet		£6.20	£7.44
Steering column bulkhead grommet		£8.20	£9.84
Handbrake backplate dust boots	pair	£8.10	£9.72
Spedo cable bulkhead grommet		£6.20	£9.44
Throttle pedal pad		£6.20	£7.44
Brake and clutch pedal pads	pair	£9.00	£10.80
Shock absorber top caps	pair	£14.90	£17.88
Rear bumper side plugs, set of 4		£10.90	£13.08
Oil line bulkhead grommet		£6.10	£7.32
Brake servo rod bellows		£6.20	£7.44

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

ENGINE TOOLING

Ford Timing Tool Set, Pro £59.90 £71.88

19pc Universal timing/locking set	£17.92	£21.50
Engine locking tools, Duratorq	£26.68	£32.02
Ford engine timing tool set, basic	£7.36	£8.83
Ford engine timing tool set, pro	£59.90	£71.88
Ford fan clutch wrench	£9.90	£11.88
Flywheel locking tool, Ford belt drive	£13.25	£15.90
Opel/Vauxhall pro timing tool set	£59.90	£71.88
Piston bore honing set, 3 stone	£9.36	£11.23
Spare stones to suit honing set	£4.90	£5.88
Valve lapper tool, 2 piece	£5.20	£6.24

SET UP EQUIPMENT - Suspension

Trackace from £58.00 £69.60

Trackace in cardboard box	£60.75	£72.90
Trackace in blow moulded case	£63.25	£75.90
Camber bar, Blackline 'Y' design	£23.50	£28.20
Blackline caster/camber gauge 'Bubble type'	£15.75	£18.90

Digital Caster-Camber Gauge £67.27 £80.72

Blackline digital caster/camber gauge, magnetic mount		£67.27	£80.72
Blackline caster/camber gauge mounting kit including digital gauge - suit wheel diameters 10-20"		£107.28	£128.74
Low rise car ramps	pair	£29.90	£35.88
Kerb ramps, 45 or 95mm high	pair	from £15.90	£19.08
Wheel chocks, h/duty rubber	pair	£9.90	£11.88
Turntables, 1.5ton each capacity	pair	£139.80	£167.76
Digital tyre pressure gauge		£3.80	£4.56
Digital tyre depth gauge		£4.80	£5.76
Infra-red thermometer, -50°c - +500°c		£23.80	£28.56

TESTING EQUIPMENT

Cylinder leak detector	£21.83	£26.80
Fuel injection test port	£19.38	£23.26
Diesel engine compression test	£27.20	£32.64
9 piece petrol engine compression test	£14.92	£17.90
LED digital voltage circuit tester	£12.90	£15.48

LED LIGHTS

Rechargeable workshop light - 30 LED	£16.25	£19.50
Rechargeable under bonnet light - 120 LED	£20.00	£24.00
Ranger LED spotlamp, 7", 28 LED, 12,600 lumens	£94.00	£112.80
Ranger LED spotlamp, 9", 45 LED, 22,000 lumens	£112.40	£134.88
Special installation wiring harness	£14.90	£17.88

CIBIE LIGHTS & COVERS

Cible 'Oscar Style' Lamp £39.00 £46.80

Genuine Cibe Oscar		£89.50	£107.40
Genuine Cibie Super Oscar		£99.50	£119.40
Pattern 'Oscar' lamp, E-marked		£39.00	£46.80
Pattern 'Super Oscar' lamp, E-marked		£44.50	£53.40
Spare Oscar light cover	pair	£15.90	£19.08
Spare Super Oscar light cover	pair	£19.90	£23.88

INSTRUMENTS & GAUGES

52mm Gauges from £16.30 £19.56

0 - 8,000 RPM Tacho, 95mm	£27.50	£33.00
0 - 11,000 RPM Tacho, 120mm + shift light	£29.30	£35.16
52mm gauges - Boost, Vac, Temp, Pressure	from £16.30	£19.56
0 - 10,000 RPM Tacho, 80mm stepper	£49.65	£59.58
0 - 180 MPH Speedo, 80mm, stepper	£47.80	£57.36
60mm gauges - Boost, Vac, Temp, Pressure, stepper	from £25.90	£31.08

BATTERY CONNECTION PARTS

Quick disconnect, cable connector & anti-corrosion washers	set	£4.90	£5.88
Terminals, 13.5mm post	pair	£2.90	£3.48
Terminals, 16.5mm post	pair	£2.90	£3.48
Washers and terminal boots	set	£2.50	£3.00
Hydrometer tester		£1.90	£2.28

WELDERS - ARC, MIG & TIG

MIG 200 amp £211.15 £253.38

Arc welder, 200 amp	£93.29	£111.95
Mig welder, 120 amp	£87.88	£105.46
Mig welder, 200 amp	£211.15	£253.38
ARC & TIG welder, 180 amp	£157.20	£188.64
AC TIG welder, 250amp, ideal ally	£372.40	£446.88
50 amp plasma cutter, cuts up to 18mm	£179.00	£214.80

BLACKLINE 4x4 WINCHES

3000lb x 12v Electric winch

From £105.00 £126.00

13,500lb x 12v Electric winch, wire

From £223.33 £268.00

All for just £149.70 £179.64

POWER TOOLS 450Nm Cordless Impact Wrench Set

Includes powerful 450Nm wrench (reverse), 120Nm (forwards), impact socket set, (1) 72T ratchet handle, (1) extendable ratchet handle, (2) x 4a Samsung batteries and quick charger

OTHER BLACKLINE POWER TOOLS & ACCESSORIES

Blackline 1.8mw commercial pressure washer	£208.18	£249.81
Blackline 3.4kva workshop generator	From £166.25	£199.50
Blackline 2.0kw inverter generator	From £203.17	£243.80
Strom 2.1kw quiet inverter generator	£332.50	£399.00
Blackline 4.0mw quiet inverter generator	From £470.83	£564.99
Blackline 500w energy storage	£332.50	£399.00
Blackline 4 x 2w LED lighting system	£46.50	£54.60
450Nm Impact wrench, mains 240v	£47.82	£57.38
16 piece Impact socket set, 1/2" drive	£15.64	£18.77
Standard ratchet handle, 72 tooth, 1/2" drive	£7.98	£9.58
Extendable, 180° head ratchet handle, 72 tooth, 1/2" drive	£15.79	£18.95
4Ah Samsung spare lithium battery	£32.98	£39.58
Torque wrench, 40-210Nm (30-155lb ft)	£33.90	£40.68
5 piece twist socket set, 1/2" drive	£19.92	£23.90
Universal ball joint impact socket, 1/2" drive	£8.25	£9.90
320Nm lightweight impact wrench, 3/8" drive	£74.80	£89.76
13 piece impact long-reach socket set, 3/8" drive	£11.58	£13.89
Cordless power drill, 18v, 52Nm torque	£41.50	£49.80
19 piece cobalt drill set, din 338, 1-10mm	£16.58	£19.90
Cordless screwdriver, 7.2v, lightweight, 6 torque settings	£19.42	£23.30
Angle grinder, 1100w x 125mm diameter, 1100rpm	£23.00	£27.60
Heat gun, 2000w, 50-650°, 500 ltr/min air flow	£24.92	£29.90
170w mini grinder (tool only)	£23.90	£28.68
170w mini grinder plus 130 piece rotary tool set	£33.90	£40.68

2.0 Ton Nascar Quick jack £141.25 £169.50

JACKING EQUIPMENT

3.0 ton Trolley jack	£36.50	£43.80
3.0 ton double lock 'Pro' axle stands - pair	£19.50	£23.40
2.25 ton lightweight jack	£49.25	£59.10
2.0 ton 'Nascar' quick jack	£141.25	£169.50
3.0 ton 'Pro' axle stands, pair	£24.58	£29.50
Wheel skate, hydraulic lift - each	£79.00	£94.80
Wheel dolly, pair	£39.50	£47.40
750lb engine stand	£41.25	£49.50
Engine cradles - pair	£49.50	£59.40
3in1 tool box set	£35.90	£43.08
Trolley style tool box	£79.90	£95.88
Wheel ramp set	£57.92	£69.50
Low rise (70mm) car ramps, 5.0 ton capacity	Pair £32.90	£39.48
Kerb ramps, 45 or 95mm step	Pair from £13.90	£16.68
Wheel chocs	Pair £14.90	£14.28
Tyre saver parking mat - pair	£12.42	£14.90
Anti-skid grid, rollable	£22.65	£27.18
Electric hoist, 200kgs	£58.76	£70.51
Electric hoist, 500kgs	£87.51	£105.01
Car creeper, lightweight, 36"	£11.90	£14.28
Workshop 'Button' seat, pneumatic	£31.83	£38.20
10 ton hydraulic pull back ram	£49.80	£59.76
10 ton hydraulic body repair ram kit	£93.80	£112.56
10 ton hydraulic workshop press	£174.83	£209.80
500kg transmission support jack	£63.50	£76.20
48" farm jack, 3 ton	£49.83	£59.80
0.5 ton engine support bar	£76.20	£91.44
Tool creeper, (4) castors + LED pod light	£19.90	£23.88

Tyre Carriers

(4) Wheel tyre carrier, handle & lock	£39.80	£47.76

Tyre Carrier, handle & lock £39.80 £47.76

AIR TOOLING

Double cylinder air pump, max 150psi, 60lts/min	£29.50	£35.40
Hi-flow air pump, max 150psi, 150ltrs/min	£59.50	£71.40
15 piece 1/2" impact wrench kit	£25.18	£30.22
15 piece 1/2" ratchet wrench kit	£24.04	£28.85
50 piece 1/2" air tool kit includes ratchet, impact, air hammer & accessories	£59.40	£71.28
9 piece 190mm air hammer kit	£17.18	£20.62
6 piece air drill kit	£19.35	£23.22
3 piece HVLP spray gun kit	£29.63	£35.56
Clubman tyre gun, 0-220psi (15bar)	£6.92	£8.30
Pro tyre lance, dual head, 0-220psi (15bar)	£8.92	£10.70

SPECIAL HAND TOOLS

Ratchet tap Wrenches

85mm long, M3 - M10	£6.90	£8.28
100mm long, M5 - M12	£7.90	£9.48

Gear Ratchet Spanners

72 TOOTH - THE BEST QUALITY!

7 piece metric set, 8 - 19mm	£23.70	£28.44
7 piece SAE set, 5/16 - 3/4	£23.70	£28.44

Brake pipe flaring tool, in-situ use	£29.90	£35.88
41 piece ratchet tap/die set, metric or SAE	£69.90	£83.88
Wire twisting pliers, 7"	£9.92	£11.90
10/12mm spark plug thread chaser	£4.07	£4.88
14/18mm spark plug thread chaser	£4.10	£4.92
5 piece ball joint separator kit	£9.08	£10.89
3 piece exhaust pipe expander	£11.66	£13.99
11 piece trim removal kit	£8.08	£9.69
10.5" heavy duty circlip pliers, replaceable tips	£8.17	£9.80
Spare tips for circlip pliers	£4.90	£5.88
Pocket brake fluid tester, LED readout	£5.83	£6.99
Bralle piston wind back tool	£9.98	£11.98
'Pro' brake piston wind back tool	£17.69	£21.23
Windscreen removal tool	£4.98	£5.97
13 piece impact screwdriver kit	£7.49	£8.98
Magnetic wing protector cover	£7.36	£8.83
Coil spring compressors	pair £11.90	£14.28
Bralle bleeder vacuum tester	£17.69	£21.23
16 piece oil filter removal sockets	£18.73	£22.48
Motorcycle chain breaker	£15.63	£18.76
Heavy duty crimper set	£24.90	£29.88
1/2" drive 3 piece wheel nut socket	£12.64	£15.17
17 piece clutch alignment kit	£10.11	£12.13
125mm piston ring compressor	£4.55	£5.46
46 piece multi-purpose puller kit	£8.25	£9.90
10 piece bearing race driver kit	£23.69	£19.89
96 piece drain plug repair kit	£25.76	£29.90
8 piece spindle rethreading tool	£14.99	£17.99
23 piece terminal release tool set	£33.30	£39.96
9 piece scraper, hook and pick tool set	£8.30	£9.96
One-man brake and clutch bleeding system	£38.20	£45.84
Heavy duty coil spring compressors	Pair £39.90	£47.88

Pro Riveter Kit £39.90 £47.88

99 Pc Socket/Tool set £55.90 £67.08

12 piece 1/2" drive metric socket set (inc. 72 tooth 'Pro' ratchet handle)	£14.48	£17.38
10 piece 1/2" drive SAE socket set	£9.68	£11.62
48 piece 1/4" drive socket set	£15.59	£18.71
72 piece 1/4 & 1/2" drive socket set	£37.80	£45.36
99 piece 1/4 & 1/2" drive socket set plus useful service tools	£55.90	£67.08
40 piece impact quality Torx bits	£12.90	£15.48
15 piece Torx impact quality sockets	from £15.90	£19.08
5 piece socket extractor set - remove locking nuts	£19.92	£23.90
1/2" drive universal coupling	£8.25	£9.90
Pro riveter kit - rivets, rivstuds, pop rivets	£39.90	£47.88
Box set of rivets, studs & pop rivets	£34.50	£41.40
Torque wrench, 40 - 210Nm	£33.90	£40.68
3 piece magnetic bits socket	£4.85	£5.82
4 piece socket adaptors, 1/4 - 3/8 - 1/2	£2.98	£3.58
3/8 drive oxygen sensor socket, 8mm slot	£3.66	£4.39
3/8 drive oxygen sensor socket, 22mm slot	£3.66	£4.39
3 piece 3/8 & 1/2 spark plug socket	£3.72	£4.46
8 piece socket adaptors, impact 1/4 - 3/8 - 1/2 - 3/4 - 1	£16.46	£17.75
6 piece 1/2 Volkswagen impact socket	£11.90	£14.28
18 piece 3/8 oil drain socket	£18.51	£22.21
5/8 oxygen sensor crowfoot wrench	£3.84	£4.61
1/2 oxygen sensor crowfoot wrench	£3.98	£4.78
14/17mm hex drain plug key	£2.90	£3.48
11 piece 3/8 spark plug/glow socket	£18.34	£22.01
Vernier calipers, 0-6" (150mm), high quality	£17.90	£21.48
10 piece T-Handle Allen key set	£11.90	£14.28

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

Contents

Features

VOTE
FOR YOUR FAVOURITE
CAR OF THE YEAR
24

ON THE COVER
38

Classic Ford Grafters
08

08 GRAFTERS: Capri 3.0S
Group 1 race car gets new lease of life.

24 CAR OF THE YEAR
Last chance to vote for your favourite Ford.

38 COSWORTH MK2 RS2000
Ex-South African project gets a boost.

45 TOP FIVE: Modern classic project cars
Bargains for the modern era revealed.

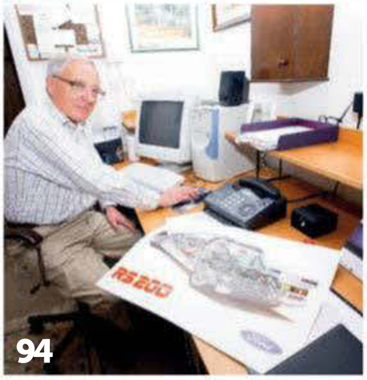
52 PINTO'D POP 100E
Rock-solid project with upgrades.

58 FORDFEST 2025
Highlights from the season closer.

64 HERITAGE: Cortina Super
Late Mk2 is a real survivor.

108 READER'S RESTORATION: Mk1 Zephyr-Zodiac
Straight-six saved for the second time.

Motorsport



94 STUART TURNER
Last month we lost Ford Motorsport icon and father of the RS200, Stuart Turner. As a tribute, we look back at the interview we did with him in 2007.

92 SPOTLIGHT: Fiesta XR2
James Dunkley is flying the Mk1 Fiesta flag in the CTCRC with his XR2.

98 HISTORIC RALLYING
Highlights from the iconic Donegal International event.

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December 2025

Regulars

12 **NEWS**
DVLA announces new classic registration rules, plus Rusty Corner, where to go in October and more.

16 **NEW PRODUCTS**
Three pages of the best new gear for your classic Ford.

TASTY NEW PRODUCTS p16

70 **WHAT'S ON**

72 **MAILBOX**
Your emails and social media comments.

73 **NEXT ISSUE**
Coming up in your January edition

122 **BACK ISSUES**

128 **PARTING SHOT**
Classic image from way-back-when.

130 **CLASSIC ADVERT**

ON THE COVER

28 YOUR NEXT PROJECT
There's never been a better time to take on a new Ford project and our essential guides and inspiration will help you see it through to completion!

CFTech

ON THE COVER
76

76 **HOW TO:** Fit Group 4 arches
Your step-by-step guide.

80 **THE SPECIALIST:** Longstone Tyres
Classic Ford experts profiled.

84 **OUR PROJECTS:** Mk3 Escort and Anglia
The latest on our fleet.

90 **EXPERT CLINIC**
Problem with your Ford? Our experts are here to help.

CFBuying & Restoring

116
ON THE COVER

104 **TESTED:** Wire brushes
The different types put through their paces.

116 **BUYING GUIDE:** Fiesta Supersport
What to check, and what to pay.

114 **INSURANCE TIPS**
Top tips to get the best cover.

120 **CLASSIC MARKET**
Auction reviews and previews.

124 **READERS' ADS**
Cars, parts and projects for sale.

ClassicFord

NEXT ISSUE
ON SALE: FRIDAY,
NOVEMBER 21

THIS ISSUE

Out and about with our band of Blue Oval-loving writers and photographers.

ADE BRANNAN

CONTRIBUTOR

Is there no end to Ade's thirst for project cars? The latest is a very poorly-looking Mk3 Escort 1.3 L — but there's a strong to this one... Page 84.

SIMON HOLMES

CONTRIBUTOR

Capris ruled racing in the 1970s and for this issue Simon gets the lowdown on Andrew Willis' genuine, Group 1 Mk2 3.0S. Page 8.

JASON O'HALLORAN

CONTRIBUTOR

It's the end of winter Down Under but that hasn't stopped our Jason from braving the elements to sort the interior on his 105E project. Page 88.

CLASSIC FORD
THE PERFECT FESTIVE GIFT!
SEE PAGE 22

Welcome

For some, the most satisfying aspect of classic Ford ownership is the build, and this project cars special celebrates just that. We've scoured the UK and beyond to bring you photos and details of what other old Ford nuts are up to in their garages, workshops and shared spaces — and suffice to say, there's a whole lot going on!

If you prefer to see your cars in a finished state then we've also brought you a cluster of completed projects including Josh Bowles' superb 100E (above and page 52).

If any of the projects in this issue have inspired you to up your game, then consider entering it for The Great Unveiling at the Classic Ford Show on May 10. We're still looking for cars for next year's event, so if you're building something special in time for the show, get in touch at classicford.ed@kelsey.co.uk.

Thanks for reading,

Simon

@fireproof_simon

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HOW TO CONTACT US

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8th & 9th November 2025

THE ICONIC SALE AT THE NEC CLASSIC MOTOR SHOW

NEC, Birmingham, B40 1NT

SCAN TO VIEW

OVER 40 FABULOUS FORDS ON OFFER

1975 Ford Escort Mk2 RS1800

£200,000 - £250,000

1997 Ford Escort RS Cosworth LUX 408 Miles

£130,000 - £150,000

1977 Ford Escort Mk2 RS1800

£POA

1974 Ford RS2000

£45,000 - £55,000

2000 Ford Focus Mk1 WRC - ex-Sainz/Moya and McRae/Grist

£380,000 - £420,000

1990 Ford RS200 S

£280,000 - £340,000

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RE-MAKING HISTORY

Words Simon Holmes **Photos** Martin Wall

Your projects: This famous Touring Car survivor is being rebuilt by expert restorer and huge Capri fan, Andrew Willis.

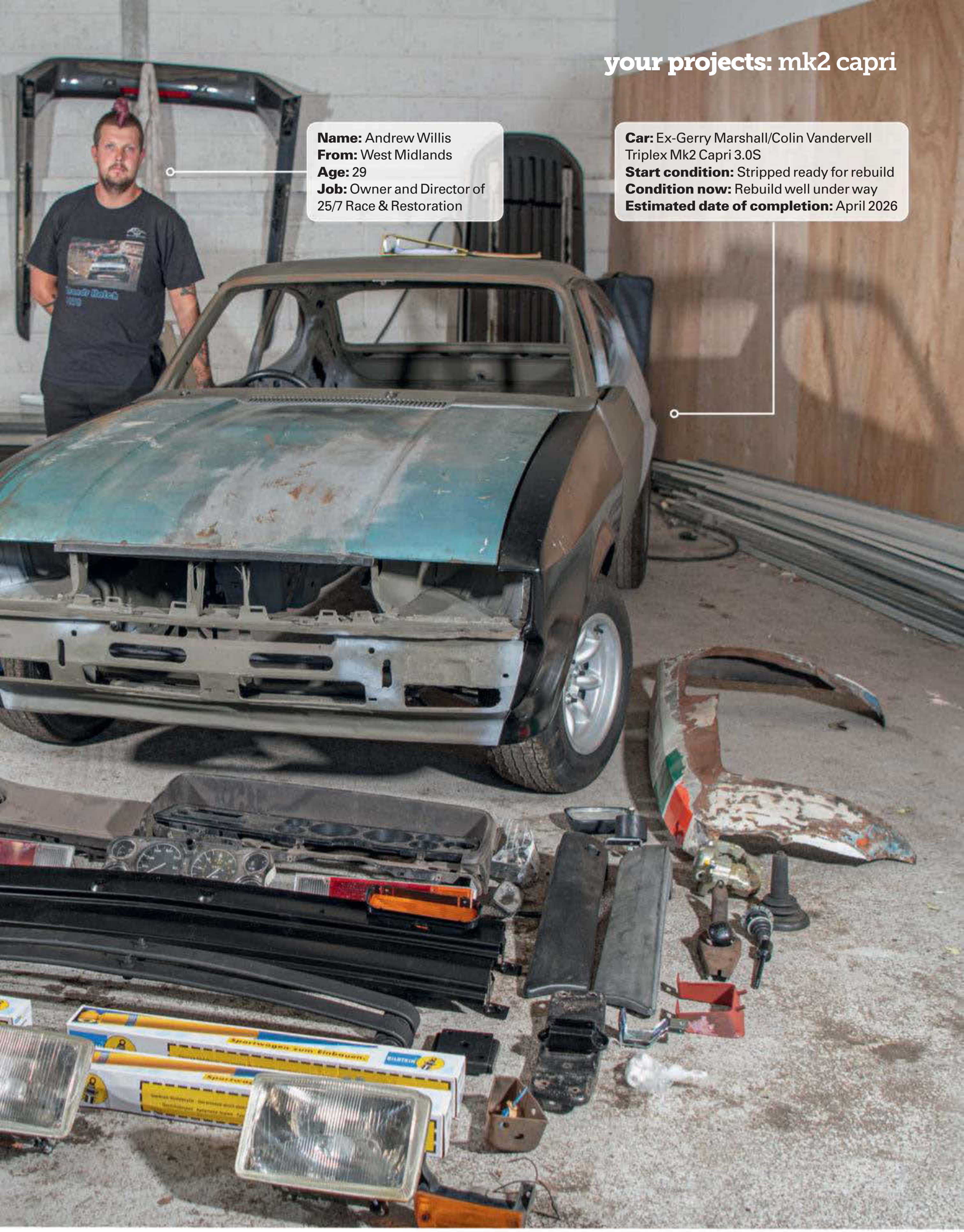
We often hear of people finding their ideal project car, but we rarely come across matches as good as this one. Let's set the scene: growing up, the owner of this Capri, Andrew Willis tells us his dad ran a garage and also raced, so he was used to a busy workshop environment, which naturally progressed.

"I started going to work with him aged 11, began racing at 15 and got progressively more involved," Andrew explains. "As a teenager I built engines and axles, and at 19 I built my first car from the ground up. I kept racing and at 27 took on my ultimate project: an Austin A30 special saloon running a 5-litre Ford V8, which I'm still developing and racing today. I now run my own business, 25/7 Race & Restoration, building and restoring both classic and race cars."

Clearly well-qualified, Andrew reveals he's always been a big Capri fan too, as his dad had no less than 11 of them while growing up, so his brother and he were raised on stories of those cars; from the racing and tuning to the inevitable mishaps along the way.

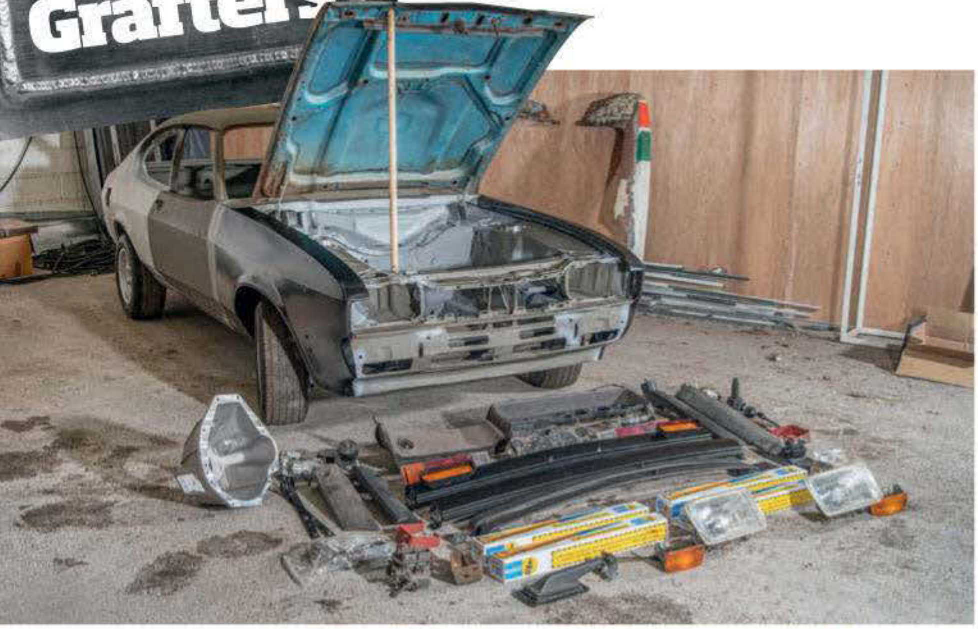
"The Capri is part of the Halewood dream for me, so it was always inevitable I'd own one," reveals Andrew. "That passion was only reinforced by watching re-runs of The Professionals growing up, which I absolutely loved."

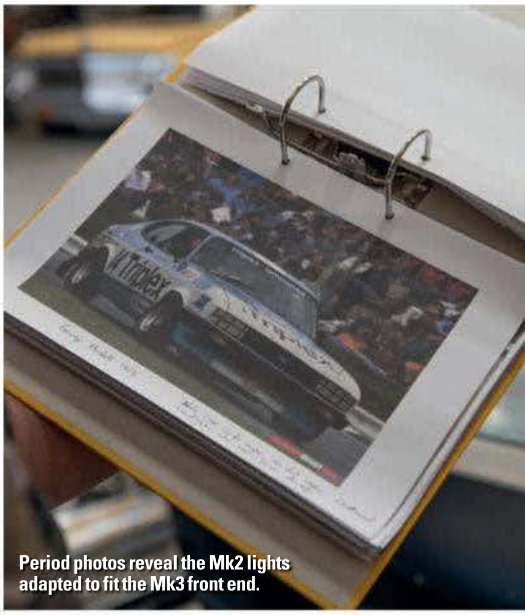
That paved the path for this project with a chance to restore and rebuild of one of the most iconic Capri racers from the 1970s; the Triplex 3.0S raced by Gerry Marshall. So Andrew, who's clearly both passionate and capable, filled us in on the details he's meticulously researched so far...



Name: Andrew Willis
From: West Midlands
Age: 29
Job: Owner and Director of 25/7 Race & Restoration

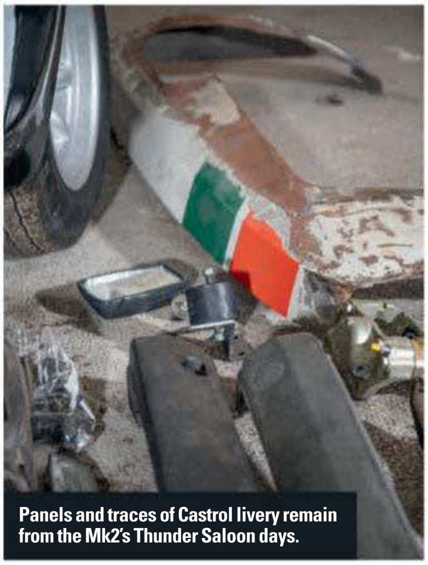
Car: Ex-Gerry Marshall/Colin Vandervell Triplex Mk2 Capri 3.0S
Start condition: Stripped ready for rebuild
Condition now: Rebuild well under way
Estimated date of completion: April 2026





Period photos reveal the Mk2 lights adapted to fit the Mk3 front end.

“THE GROUP 1 GUISE MEANS ONLY MODEST ENGINE UPGRADES TO THE 3-LITRE ESSEX ENGINE”



Panels and traces of Castrol livery remain from the Mk2’s Thunder Saloon days.

So how did this Capri first begin its life?
It started in 1975 as a Ford factory race shell, so had no VIN number and was not registered. It was built for Colin Vandervell as a Group 1 Touring Car for the 1976 season by David Sutton, the man behind some of Ford’s iconic rally cars. Known as the Triplex Capri it changed specification three times, and colours many more.

Then the legendary Gerry Marshall raced it?
Yes, in 1978 it was raced by Gerry. After he crashed it, it was rebuilt with Mk3 front panels, as most teams did at the time, though still with Mk2 lights for a few races as they couldn’t get hold of Mk3 ones. When it was sold on, it was repainted orange and in the late 1980s converted into a Thunder Saloon with a huge bodykit, a Cosworth GAA V6, Getrag five-speed and five-linked Atlas.

What happened to the car?
It was raced in that form for years before being sold on and raced in Spain. It eventually made its way back to the UK and was then stripped for parts. In 2006, it had a small-block Ford V8 fitted and was repainted in Castrol colours, but by then it was little more than a shell awaiting restoration.

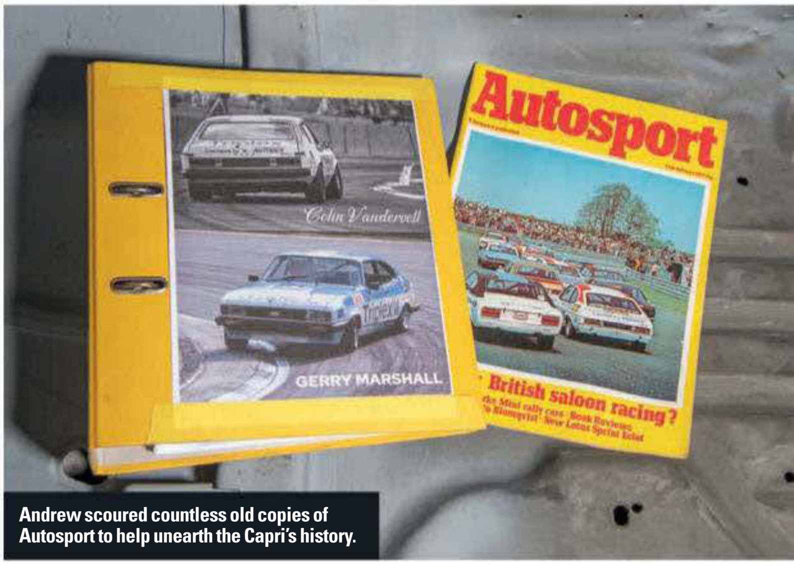
How did you go about researching its past?
It took a lot of time and effort, and I spent countless hours tracking down people who knew the car, asking questions, gathering information and hunting for photographs that placed the car at specific meetings. I even went through every copy of Autosport from the years it raced to go through the reports.

What were the best finds you came across?
It was brilliant when I found things that matched up with the history I’d uncovered, like finding creases under the fuel flap and by the rear light, which lined up with dents visible in photos of the car in 1976. The most exciting moments came uncovering traces of the

Most of the body repairs are now complete, with prep for paint soon to be underway.

The Mk2 is going back to its original Group 1 Touring Car guise.

Previous Thunder Saloon bodykit meant Andrew had to fit new rear quarter panels.



Andrew scoured countless old copies of Autosport to help unearth the Capri's history.

original Triplex paint that had been hidden away for over 40 years.

Do many of the original parts remain?
The original parts I have with the car include the body, rear axle, front suspension, crossmember, dash, steering column, carb, pedalbox, lights and smaller items like door handles, mirrors; even half of an original wheel from 1978. So, while it's not a huge amount, it's enough to give her a true identity.

So what's the plan to rebuild it to now?
It's being returned to its 1978 Group 1 specification when Gerry Marshall raced it with a Mk3 Capri front end but Mk2 headlights. That's my favourite look, because it stands out and the visuals tell a story that words can't. That means only modest engine upgrades such as uprated cam and carburettor, and running on coil-overs.

How far have you got with it?
I rebuilt the front suspension and then the axle in November 2024 and got the car rolling back on its own wheels for the first time since 2007. It had no rust, which was fantastic, but it took a lot of fabrication and panel work to get the shell looking like a proper Capri again.

What body work did it require to restore it?
The majority of the work was to replace panels changed from the car's time as a Thunder Saloon. From back to front this involved replacing the entire boot floor — including the rear inner arches — and replacing the bulkhead and gearbox tunnel. The rear quarters were also replaced and it's also had new front wings, too.

When do you aim to finish it?
The car's very first ever race was on April 11, 1976 so next year will be its 50th anniversary — and I really want it to be ready for then.

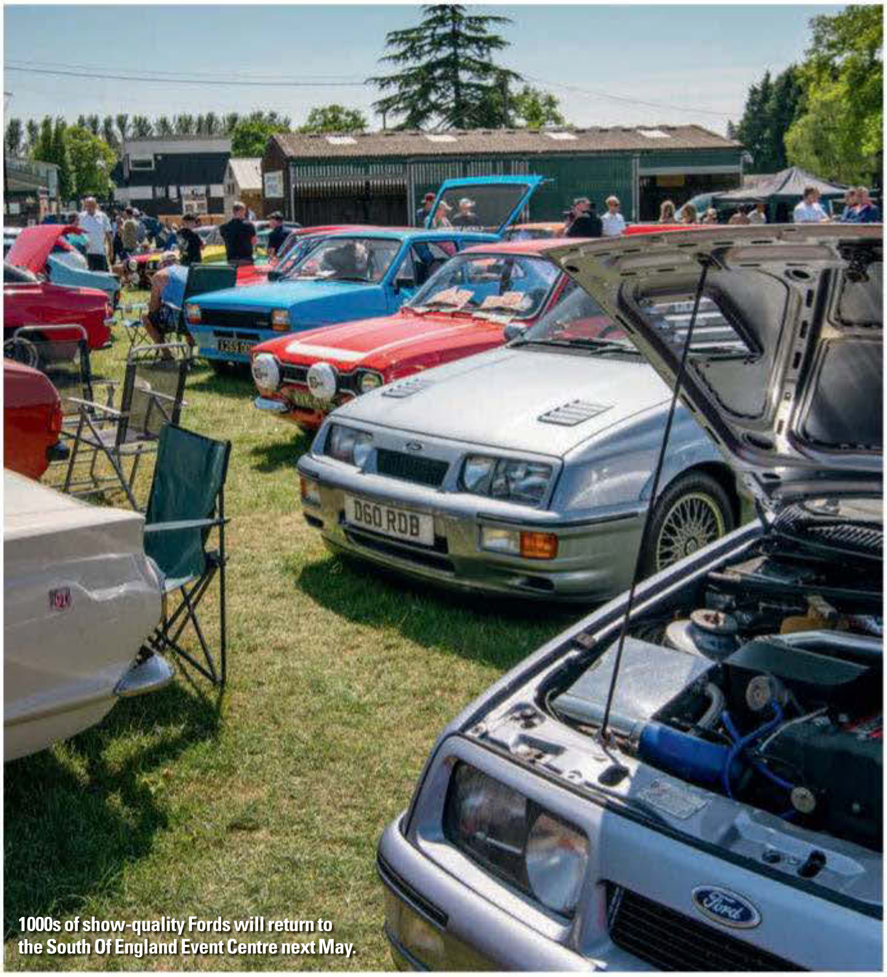
I plan to race it in a series that accommodates Group 1 Touring Cars, such as the CTCRC's Pre-'83 Touring Car Championship, and also the Member's Meeting at Goodwood, which I'm hoping to get an invite to. CF

FRONTEND
YOUR EYE ON THE WORLDWIDE CLASSIC FORD SCENE

Classic Ford Show

2026 DATE CONFIRMED

Start getting ready for the ultimate gathering of Europe's finest classic Fords next May!


1000s of show-quality Fords will return to the South Of England Event Centre next May.

The Classic Ford Show — Europe's largest classic Ford event — will take place on Sunday May 10, 2026, once again at the South Of England Event Centre in West Sussex.

If you love your classic Fords you will love what this show has to offer. Expect a huge trade village offering everything from panels to engines, a massive club area, and The Great Unveiling where five builds will be uncovered. There will be demos from the best in the business, hundreds of standout show cars on display, and we haven't even touched on all the special feature areas at the show!

Plus 2026 sees the Fiesta celebrating it's 50th birthday, so we'll be celebrating in style with some very special cars, some of which you haven't seen for a very long time.

So start working on those project cars now and put this date on the 2026 calendar!

Discounted Early Bird tickets for the 2026 Classic Ford Show will be on sale soon — keep up to date with all the latest news about the show at **www.classicfordshow.co.uk**.

What to expect

- Classic Ford Top 50
- 1000s of club cars
- The Great Unveiling
- ICONS show and shine
- 50 years of the Fiesta
- Retail Village
- Kids entertainment
- Much more to be confirmed

Factfile

When
Sunday, May 10, 2026

Where
South Of England Event Centre, Ardingly,
West Sussex RH17 6TL, UK

Tickets
On sale soon at **www.classicfordshow.co.uk**

THE BIG PICTURE

SANDY BITS

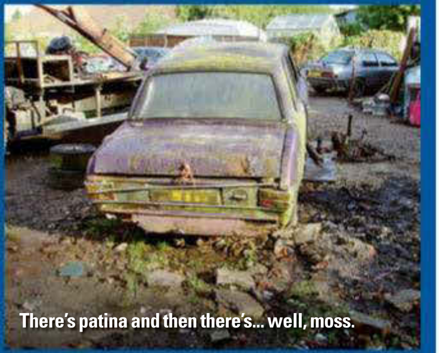
Want to go just that little bit further in your modern classic Mk1 or Mk2 Focus? The team behind Driven To Extremes have been recceing a route for an expedition from the UK to the Moroccan Sahara desert in September 2026 using a pair of Mk2s which cost £200 and £400 respectively. Find out more at **www.maxadventure.co.uk/saharaexped2026**

RUSTY CORNER

Terminally-rotten old Fords

This used to be a Mk2 Cortina, and not only that but a two-door GT! Mind you, we reckon it could be saved, or run it around as a rat-look street sleeper. The one thing that did impress though, was the deep-pile moss carpets. Surely it'll kick start a new trend in interior modification. Expect to see fungus-based dials and centre consoles in every car soon!

Spotted an unloved Ford on your travels? Email photos and details to classicford.ed@kelsey.co.uk.



There's patina and then there's... well, moss.

Grassy carpet is a novel touch.

2025 VOTE FOR YOUR FAVOURITE Classic Ford CAR OF THE YEAR

LAST CHANCE TO VOTE!

Not voted for your Classic Ford Of The Year yet? Then hurry, as voting closes on November 3! There are 12 stunning classic Fords to choose from — all featured in the magazine over the last year — and you can vote for your favourite at **https://linktr.ee/classicford**.

Turn to page 24 to see all of the 12 nominations, and to find the full details of how you can place your vote. We'll reveal the winner in the January 2026 edition, on sale Friday, November 21.

ULTIMATE RS1800

Car number one to go under the hammer at the Classic Motor Show

Sympathetically restored over a 10-year period and extensively featured back in our August 2022 issue, Gary Wilson's multiple show-winning Escort RS1800, KPR 111P — confirmed by the RS Owners' Club as the first car off the production line of just 109 built — is the star attraction in the Iconic Sale at the Classic Motor Show next month.

The Escort has been one of the standout star RSs at the shows over the last couple of years, but its story goes back much further. Back in 2009 Gary set out to create the very best RS1800 he could, tracking down KPR 111P after it had spent many years in Malta, and spending hundreds of hours researching and confirming its history as well as unearthing incredibly hard-to-find parts before the car was restored to concours level by Neil Arnold's well-regarded Auto Restoration outfit.

Early example

As the first off the line in March 1975, there are several features which separate KPR 111P from later cars including the white rear spoiler with Ford stamp, single-hole rear light on the rear bumper, side repeaters on the front wings and chrome reclining handles on the front seats. Gary's backed these up with a whole host of era-correct parts right down to the Pirelli CN36 tyres, Motorcraft battery and factory radio. It really is superb.

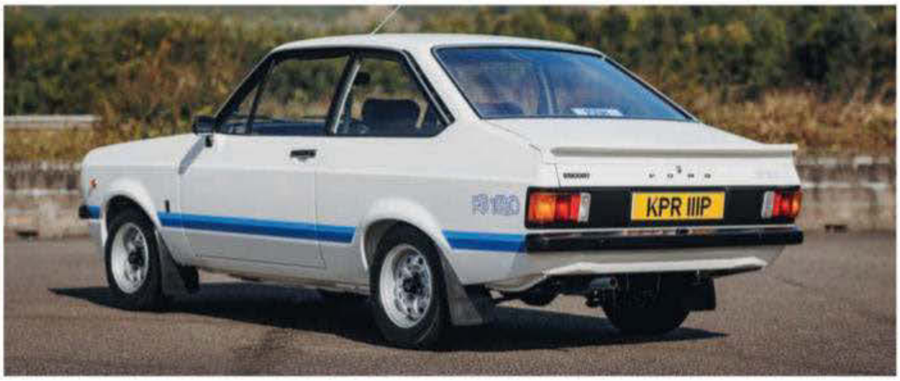
With genuine RS1800 road cars rarely coming up for sale, and KPR 111P already well-known on the classic scene, having won 200 trophies and awards to date, expect a huge amount of interest in the Escort at the NEC next month.

The Iconic Sale will take place at the Classic Motor Show on Saturday, November 8 from 11 am. To register your interest in the car, or to view all the lots in the Iconic and Classic sales over the course of the weekend, go to **www.iconicauctioneers.com**.

Find us at the NEC!

Classic Ford will be exhibiting at the Classic Motor Show next month, and we'll be showing off some very special cars — including The Sweeney Consul GT — as well as offering up some special show subscription offers — just in time for Christmas!

Find us in Hall 8 (the Ford hall) just by the main entrance from the NEC's Atrium at the Classic Motor Show from November 7-9. Discounted advance tickets are available from **www.necclassicmotorshow.com**.



Classic Ford
WHERE ARE THEY NOW?

WHERE TO FIND CLASSIC FORD

If you're struggling to find your copy of Classic Ford each month, then our distributor's Store Finder website might prove handy. Point your browser at **https://frontline-group.co.uk/store-finder** and select Classic Ford from the drop-down menu, then enter your postcode to find local stockists within the mileage radius desired. Better still, why not subscribe to Classic Ford in print or digital formats to save money? See page 22 for our special Christmas subscription offer!

COMING UP

Inside your January 2026 issue

ON SALE November 21!

Here are five good reasons not to miss the next issue:

1. With the legendary Spa Six Hours race back on the calendar, Jeannot captures the best of the Ford action on and off the track.
2. We'll also be announcing the Classic Ford Of The Year along with a whole host of honours in our special Classic Ford Awards feature.
3. Looking to buy the now-iconic Mk1 Focus RS? Then don't miss our in-depth guide.
4. For budget tweaks ideas don;t miss out top 10 guide.
5. And last but definitely not least, we'll be revealing some of the standout cars of 2025 including this superb Mk1 Cortina (above)!

The January 2026 issue of Classic Ford hits the newsagents' shelves and is available to download from Friday, November 21. Why not subscribe to make sure you don't miss it? Check out our latest offers on page 22.

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DHJ 50X

WHERE TO GO NEXT MONTH

Rallye Prescott
When: Saturday, November 1
Where: Prescott Hillclimb, Gloucestershire UK

What's going on: think classic hillclimb with a difference — Rallye Prescott features classic and modern rally cars making timed runs on Prescott's legendary course in the Cotswolds, and even better, there are runs in the darkness too. Slowly Sideways members will be doing some in some ex-works Group 4 and Group B cars, too.
Find out more: www.prescotthillclimb.co.uk

PRODUCTS

THE LATEST, GREATEST BITS FOR YOUR CLASSIC FORD

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PRODUCT OF THE MONTH

RS2000 ALLOY BELLHOUSING

£166.80 Rally Design

Rally Design recently reintroduced the alloy RS2000 bellhousing, with new tooling and now incorporating quick-release mountings to enable the removal of the gearbox leaving the bellhousing attached to the engine. For fast gearbox changes this will leave the clutch all assembled inside the bellhousing while the 'box is changed.

Contact: 01227 792792, www.rallydesign.co.uk

SUPER-LIGHT 100 MM RAMPIPE FOR 40DCOES

£35.94 Webcon

Check out these 100 mm long, aluminium air horn/rampipes for the Weber 40 DCOEs. A longer air intake can improve low-end torque and broaden the powerband, particularly in naturally-aspirated engines. This is because longer intake runners create a ram-air effect at lower RPMs, increasing air pressure and boosting the amount of air the engine can draw in. The air horn weighs just 0.08 kg and it's a simple bolt on fixing to Weber 40 DCOE carburettors and is suitable for use with Webcon mesh air filters.

Contact: 01932 787100, www.webcon.co.uk

DRY SUMP OIL PUMP FOR CROSSFLOW, BDA AND LOTUS

£840 Burton Power

Manufactured by Titan Motorsport exclusively for Burton Power, this dry sump oil pump incorporates a standard-type oil filter fitting, removing the need for a remote filter assembly and was originally designed for Formula Fords. The pump features a Tuftrided steel drive gear along with 5/8 inch pressure and large 1 1/8 inch scavenge rotors. It's supplied with two 1/2 inch BSP thread ports and one port requiring a bolt-on fitting (available as Burton part number DSE020).

Contact: 020 8518 9127, www.burtonpower.com

SEALEY POCKET LIGHT

£14.95 Sealey

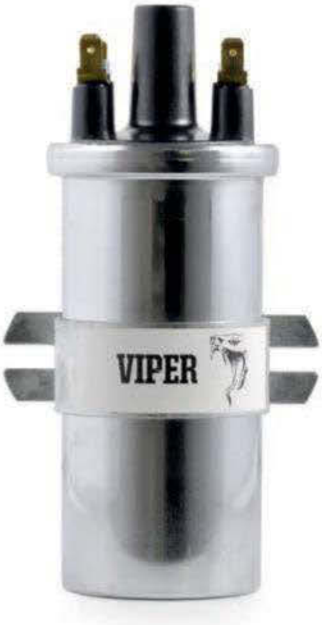
Sealey's new LED600FX pocket light with flexi inspection light delivers an impressive 600 lumens from its 8W LED, along with a 50 lumen directional torch for precision work. Its flexible goosenecked probe light is perfect for illuminating tight, hard-to-reach spaces and neatly folds away when not in use. Built for hands-free operation, the light features rear-mounted magnets and a sturdy metal belt clip.

Contact: 01284 757500, www.sealey.co.uk

ALLOY ZETEC THERMOSTAT HOUSING

£51.95 Burton Power

Zetec engines come with a plastic thermostat housing which has a tendency to leak. Fortunately, Burton Power has the remedy in the form of a heavy duty replacement thermostat housing made from cast aluminium. The housing is a direct replacement on Silver Top engines and can also be used on Black Top engines by using the screw-in coolant sensor (XTT221) and sender blanking bung (FP503).
Contact: 020 8518 9127, www.burtonpower.com



VIPER IGNITION COILS

£29.95 Powerspark Ignition

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Historic Motorsport South West stock this impressive 4-2-1 stainless steel exhaust manifold for big-power Pintos, designed by Shillaber Race Designs. The manifold has been developed to maximise performance from an Escort rally or race car. In tests, the SRD manifold increased the mid range torque by 12 lb.ft over the popular three-piece Group 2-type 4-2-1 manifold, with no loss in peak torque or horsepower.
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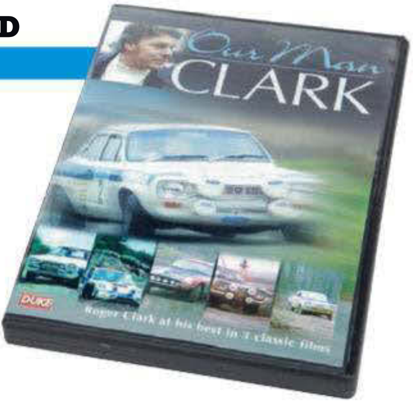
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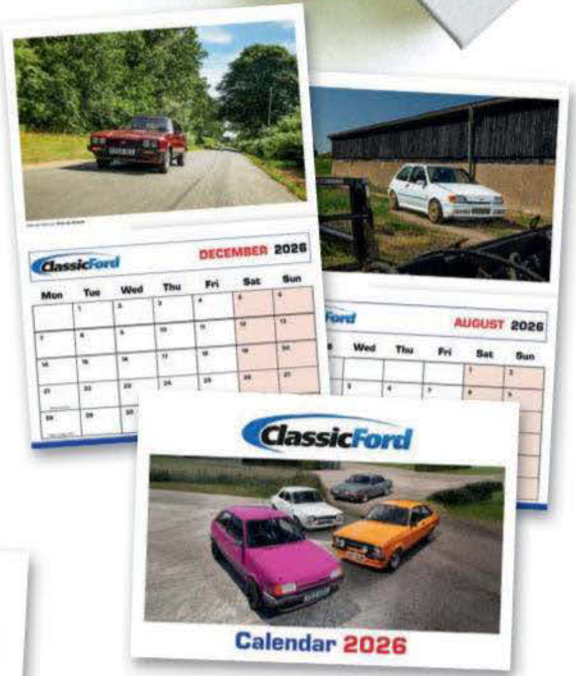
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FACTORY ORIGINAL MK2 AND MK3 CAPRIS

£27.50 Herridge & Sons

Motoring writer, James Taylor has produced a comprehensive 128-page guide to the later Capris, with each model documented in detail and with specially-commissioned photography by Simon Clay. If you love your Capris, this book is essential. Posted free if you're ordering within the UK.

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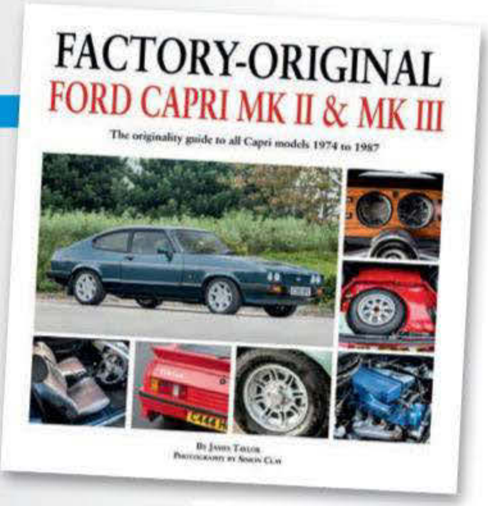
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FORD CAPRI MK II & MK III
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By James Taylor
Photography by Simon Clay

2026 CLASSIC FORD CALENDAR

£9.99 Kelsey Shop

Out just in time for the forthcoming new year, our special-edition 2026 Classic Ford calendar is now available. Featuring your favourite iconic Ford cars, including the Escort, the Cortina, the Fiesta and the Capri, it highlights some of the finest work by our amazing photographers, it's big — A3 once opened out — and includes space to add daily notes.

Contact: 01959 543747, https://shop.kelsey.co.uk/product/classic-ford-2026-calendar

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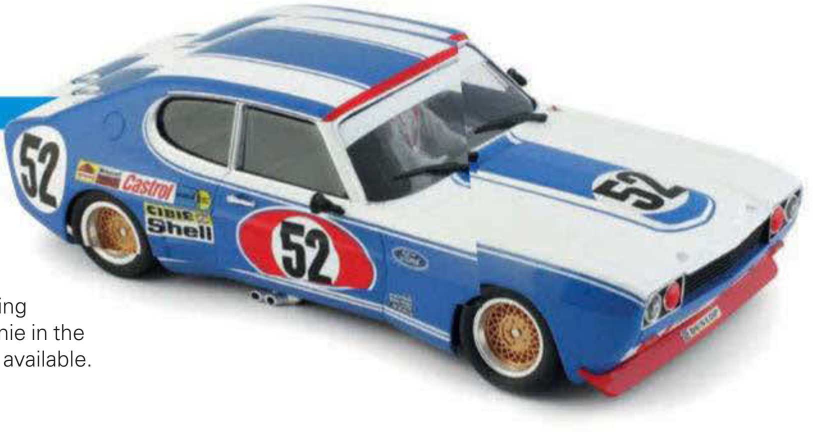
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52

BILLY COLEMAN'S SERVICE BARGE

£52.95 Grand Prix Models

The Transit is a legend, and so is Billy Coleman. Put the two together and you've got classic Ford royalty, which is exactly what Ixo Models have done with this 1:43 scale model of his Mk2 service barge from the mid 1980s, superbly detailed right down to the overloaded roof rack, and available from Grand Prix Models.

Contact: www.grandprixmodels.com

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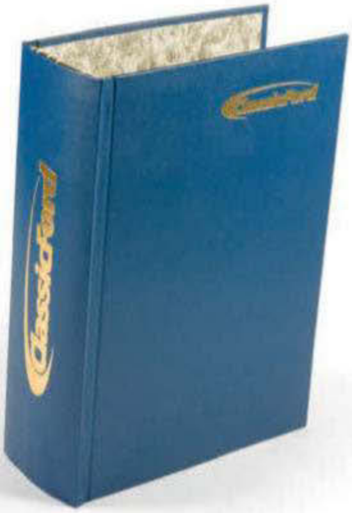

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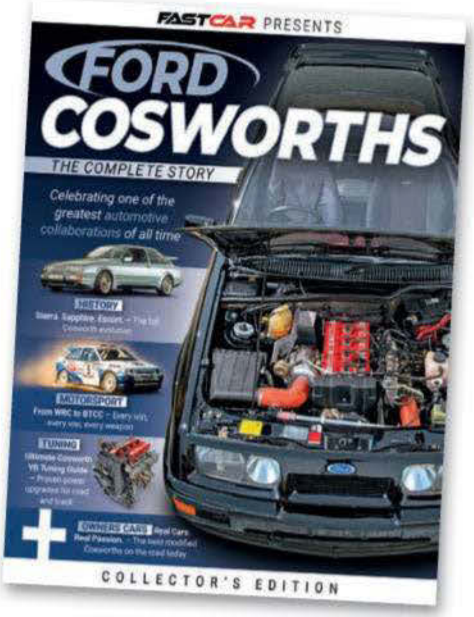

FORD COSWORTH: THE COMPLETE STORY

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Put together by the team behind Fast Ford, Ford Cosworths: The Complete Story covers the evolution of the RS-badged icons – from the very first Sierra RS Cosworth, through the four-door Sapphire, to the rally-bred Escort RS Cosworth. Inside, we've packed in everything that makes these cars so legendary. You'll find factory history, development insight, real-world tuning advice, and owner stories from both sides of the standard vs modified divide. There are rally and race retrospectives, original specifications, archive photos, and plenty of period details. Whether you've owned a Cosworth, dream of one, or just love everything about the Blue Oval's turbocharged heyday, this is an essential addition to your collection.

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2025 VOTE FOR YOUR FAVOURITE Classic Ford CAR OF THE YEAR

We've featured some stunning Fords in the last 12 months, now vote for your favourite!

A. Mk2 Fiesta

Owner: Dan Thorne
Featured: November 2024

Race-spec ST170, sequential 'box and a colour inspired by a kitchen knife… Dan's 2024 Great Unveiling reveal is a Mk2 unlike any other.

B. Mk5 Escort

Owner: Steven Gibson
Featured: January 2025

The Monte Carlo is already rare, Gibby's Cossie even more so. As one of Ford's prototypes with plenty of unique features, it's truly unique and jaw-dropping.

C. Mk2 Orion

Owner: Michael Gates
Featured: July 2025

Think Orion Equipe, only if Ford's SVE gurus had put their mark all over it — 2-litre Zetec, OE-style BBS rims and a whole lot more.

D. Mk2 Escort

Owner: Greg Caton
Featured: September 2025

Mk2 vans shouldn't look this good, or go this well for that matter, but Greg of G-Cat Racing's Escort is a BDG-powered beauty.

E. Mk5 Cortina

Owner: Tony Taylor
Featured: June 2025

The Mk4 wings and Peugeot steels keep you guessing, while the specced ST170 and superb interior keep you coming back for more of this restomod Mk5.

F. Mk2 Escort

Owner: Tony Stacey
Featured: November 2024

If Tony could save all the Mexicos he would, and his latest Great Unveiling, restored by Panelcraft, has resulted in one of the best.

G. Mk2 Capri

Owner: Andrew Sygrove
Featured: January 2025

Andrew had no intention of restoring a Capri, but all that changed after taking on this mega-rare 1977 1.6L.

H. Mk2 Granada

Owner: Mark Lane
Featured: November 2024

Known as the '2JZ Granada' Mark's Mk2 has racked up a whole host of awards since it first broke cover at the Great Unveiling.

I. Mk1 Escort

Owner: Dave Simms
Featured: July 2025

The first cover car when this mag launched back in 1997, Dave's spent decades returning it to its factory fresh glory in stunning Electric Monza Blue.

J. Mk3 Fiesta

Builders: Scott Shepherd, Rob Ransom
Featured: Spring 2025

It may have started out as a base model, but thanks to a clever, subtle injection of power this Mk3 has become the perfect sleeper.

K. Mk1 Escort

Owner: Mike Wilson
Featured: November 2024

The ultimate built-not-bought Mk1 Escort? Thanks to a homebrewed 2.5-litre Duratec, total shell rebuild and unique tweaks, Mike's Great Unveiling Mk1 surely is.

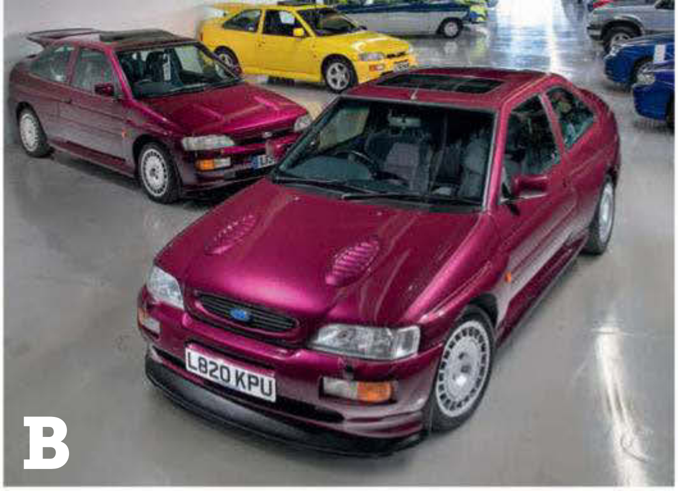
L. Mk3 Fiesta

Owner: Andrew Armiger
Featured: March 2025

The classic RS Turbo, only updated for the 2020s. Andrew's longterm project is a lesson in sticking with one classic Ford and steadily making it better.

HOW TO VOTE

Choose the classic Ford you want to vote for then head over to: **https://linktr.ee/classicford** to cast your vote. Voting closes Monday, November 3, 2025. The winning Ford will be revealed in the January 2026 issue, on sale Friday, November 21, 2025.



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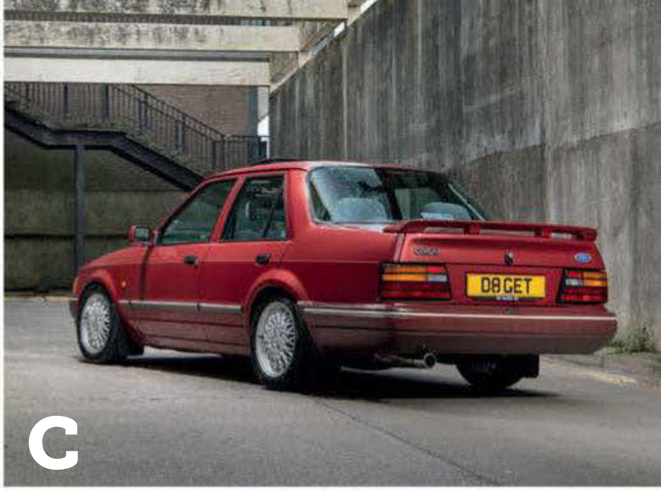

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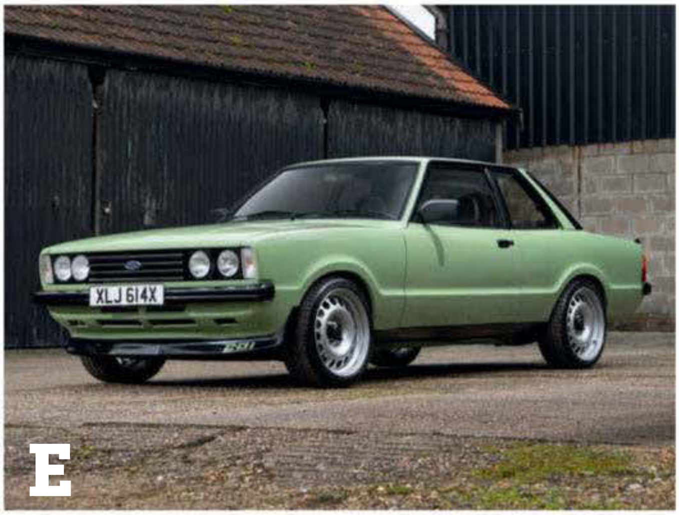

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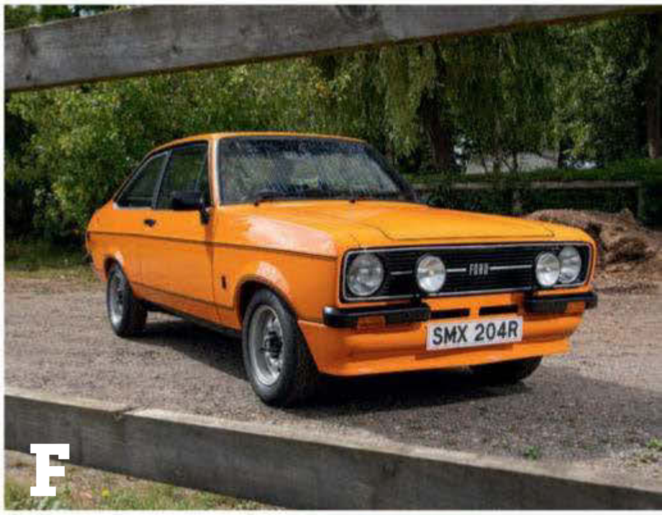

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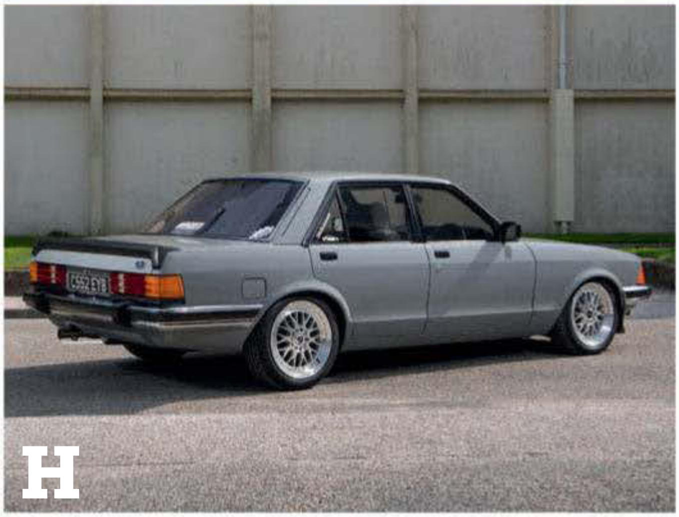

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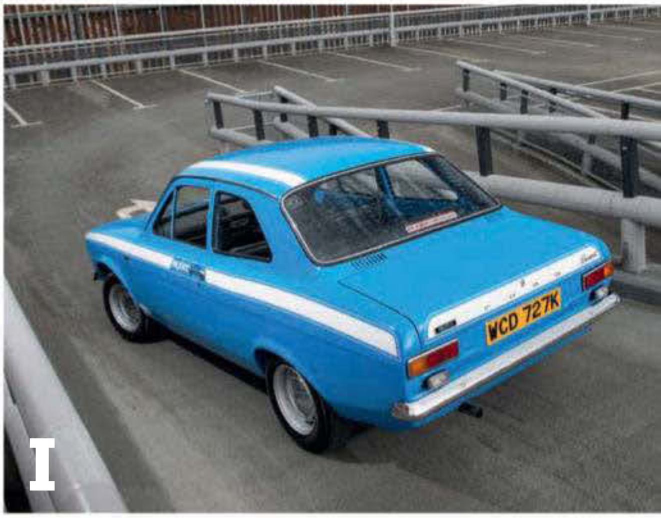

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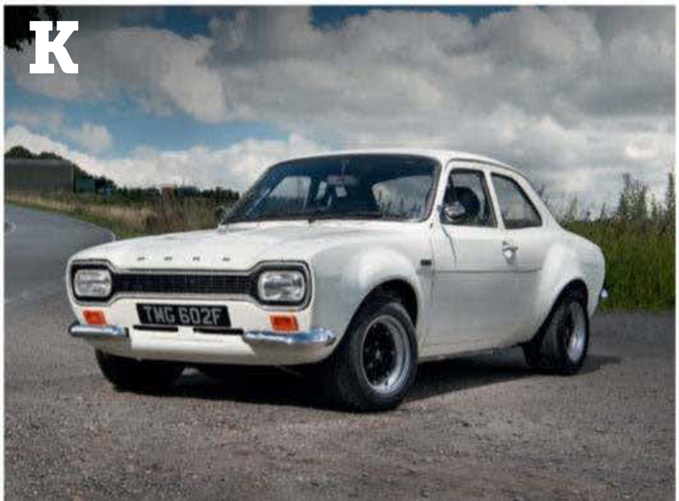

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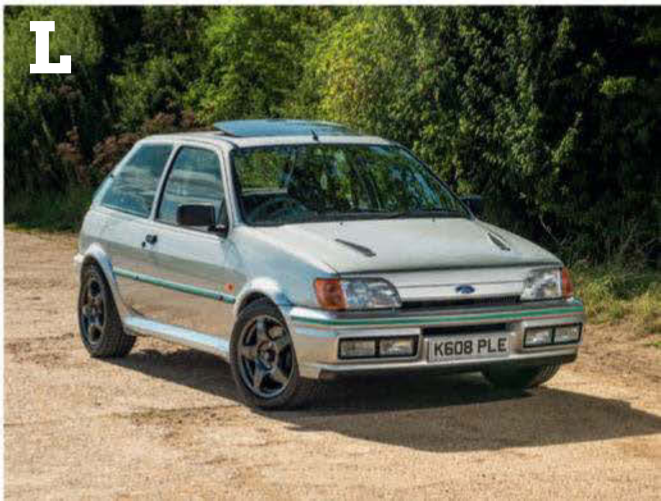

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YOUR NEXT PROJECT

There's nothing like getting stuck into a new project or even revamping an existing one — welcome to our complete how-to guide.

We love this time of year because the show season's almost over, which means you can lose yourself in the garage for months, preparing for the next one. And there really is nothing like doing it yourself is there?

But the most daunting thing is where do you start? Well, that's our job; to guide you by telling you the pitfalls and the good bits, so you stand a better chance of getting it right first time. Over the next 26 pages we're going to show you just how ± along with the help of a couple of readers who've competed successful builds. Let's do this.

INSIDE

28 **Your projects**
21 of your rebuilds and restorations

29 **Buying a project car**
What to check and what to do

32 **What not to do when building a project**
The experts reveal all

35 **How to finish a project**
10 essential tips

38 **Homebuilt Hero:** Cosworth RS2000
Mk2 import with a YB twist

45 **Take five:** modern classics
The best 1990s-2000s projects

52 **Homebuilt Hero:** 100E
Pop gets Pinto punch

84 **Our projects:** Mk3 Escort and Anglia 105E
Latest on our project cars

MISSION: POSSIBLE!

Readers' projects: Monster celebration of your full-on conversions, complete restorations and rolling projects. Over to you! **Plus:** our 30 essential project car tips!

MK3 CORTINA

BUILDER: MORGAN KENNARD
FROM: UK

Planned spec:
restored to standard-spec

What's the story?
"I'd been chasing this car since lockdown and managed to find and purchase it last year," says Morgan. "I'm currently chipping away at the welding on the floor with my good mate, Cal who has rewired the electrics and helped me every step of the way."

"I'm hoping to have it road-ready in time for my wedding next year."

BUILD
60%
COMPLETE

MK3 CAPRI

BUILDER: STEVE STANYER **FROM:** UK

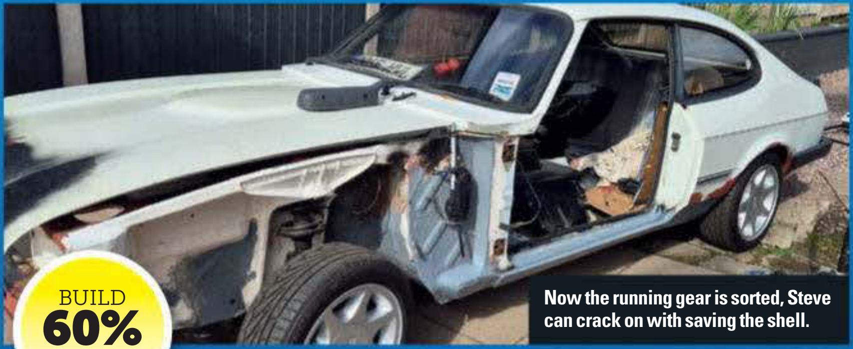
Planned spec: restored shell, C20XE engine, bike carbs

What's the story?
"This is my 1.6 Laser project which was my daily driver from 2008 to 2012," says Steve. "I loved the car and it took me everywhere, but unfortunately in 2012 I had an accident in it which made a bit of a mess of it."

"I couldn't bring myself to part with it, so took it off road and, after a chat in the pub with mates, it became a challenge to make a budget build with a C20XE. Using the budget-build mindset I bought another Capri for £300 to cut the inner wing out of to weld into mine, then a Nova with a C20XE for £400 sorted the engine. I got given a pair of rough genuine wings then I set about putting the front end back together and added V6 strengtheners. Life got in the way for a few years, but eventually I set about putting the engine in using a Manta sump and pick-up pipe, and a Mk2 Escort manifold for the Vauxhall engine, only cut and welded so the tail sits at the correct angle for a Capri, along with a set of ZX9-R carbs, and Nodiz ignition and coil pack.

"I then took the engine back out to rebuild it, now all the machining is done, it's got forged rods, oversize higher comp pistons, and a ported head.

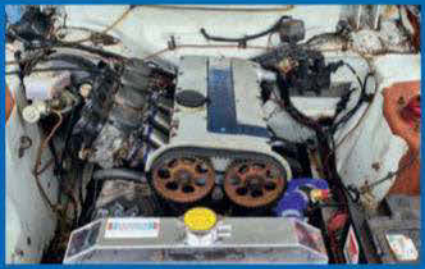
"I'm back on the shell now — I've stripped off the underseal and I'm just in the process of cutting out any rust underneath the car. I'm still using the ethos of building a quicker classic for not a lot of money to show you don't need bottomless pockets to build something fun."



Now the running gear is sorted, Steve can crack on with saving the shell.

BUILD
60%
COMPLETE

Right: XE inside!



MK2 FIESTA

BUILDER: DANIEL FITZPATRICK FROM: UK

Planned spec: sleeper looks, K20 turbo, coil-overs

What's the story?
"I've had this B-reg Mk2 Fiesta since 2012 when it was totally standard as a 1.1-litre, five-speed Ghia complete with radio, boot popper, sunroof bag and boot tidy.

"I then fitted lowering springs, an aftermarket XR2 exhaust and a set of ATS Classics and used it as my daily. In 2013 after getting inspired at the Classic Ford Show, I took it off the road — where it's been ever since — to fit in a CVH turbo engine with a Renault 5 GT Turbo carb. After getting it nearly finished I went back to the Classic Ford Show, saw all the Zetec turbo-powered cars and decided to go down that route and build it into a track car with a budget turbo build, wider arches, stripped interior, a huge intercooler and side-exit exhaust.

"I borewashed the engine before I could get it on the road and as I was joining the army I decided to break it. Fast forward to 2020, then to now, I've thrown in an ST170 turbo engine then a Fiesta RS Turbo engine, lots of different body modifications, and it's now fully stripped ready for welding.

"The plan is now to make it into a stock-looking, base-spec Mk2 Fiesta, while learning to weld and wire and paint it myself but with a K20 turbo engine!"

BUILD
30%
COMPLETE

Daniel's Mk2 has gone through many guises but hasn't made it back on the road — yet.

MK4 ESCORT XR3i

BUILDER: FINLEY KNIGHT FROM: UK

Planned spec: restored to standard spec

What's the story?
"I've owned my 90-spec XR3i since 2018 and did about 25,000 miles in it as my daily driver until 2022," says Finley. "It then sat outside my house until 2024 when I plucked up the courage to start restoring it, after stripping it down and mounting it on a rollover jig.

"I'm now almost a year and 150 hours of welding into it… This car has basically had every new panel you can buy for a Mk4 Escort, and there is metal from other cars too, just to make one good shell. I'm doing all the work at home by myself and am determined to see it through."

"I'M NOW 150 HOURS INTO THE WELDING…"

BUILD
30%
COMPLETE

Finley's ex-daily driver has needed extensive panelwork.

TOP 10 TIPS: BUYING A PROJECT CAR

1. Always buy on the condition of the bodywork and paint. They're usually the most labour-intensive, time-consuming, and therefore expensive aspects of a resto. Ideally, matching your skills and budget to the work needed is best.

2. Originality matters if you're to avoid the cost of undoing unwanted modifications or need to source expensive missing items.

3. Always try and buy a runner, so you can gauge its mechanical condition.

4. A current MoT is a useful guide to its overall condition, but don't take it as a guarantee. Check for advisory notices issued with the MoT certificate. It will state yes or no if any have been issued. If missing, they can also be checked online. If the car's MoT'd, a rolling restoration is possible.

5. If a car has been stored for a long time, assume components such as brakes will be seized or below par and require rebuilding.

6. Will the car need replacement panels? Check their availability and cost — you'll be surprised at how expensive some panels can be.

7. Respraying is best left to pros with proper facilities such as a temperature-controlled, fully extracted spray booth. It is possible to apply cellulose paint yourself if you know what you're doing. However, modern paints are superior in terms of application, longevity and cost-effectiveness.

8. If it hasn't run for some years, an initial internal inspection of the engine is recommended before starting it.

9. Being hands-on is not essential if you don't intend doing the work. Even so, a grasp of the process, based on knowing your way around a car, is vital to avoid throwing good money after bad and keeping outsourced work up to scratch and on course.

10. A garage or workshop is essential for safer working and insurable security of your car and its components. Working in the street isn't recommended. Being able to down tools and shut the door at a moment's notice is worth its weight in gold. A stripped car will occupy at least twice the space of a complete one, so consider storage, too.

MK4 ESCORT

BUILDER: ALAN PERSAUD
FROM: UK

Planned spec: restored and painted shell, alloys, lowering springs

What's the story?
"I bought this car back in 2018 as a wedding present for my wife, only it was rotten," recalls Alan. "It had all new sills both sides and an overhaul of the brakes and then we used it for a few years, but then life got in the way and I parked it up two years ago and that's where its been sat since."

"The good news is I'm now in position to restore it to its former glory — it needs new sills — again! — and arches and then it's getting a full respray. I've also got some new Bola B12 alloys to go on it and some brand-new lowering springs, along with a new interior and a set of rare headlight protectors.

"I know it's not as cool as a Cosworth or an RS Turbo but I've always loved four-door Mk4 Escorts — they're like an old friend who will never let you down. Mine looks a bit worn out at the moment but it runs like a new car and it will soon shine like one, too."

BUILD
20%
COMPLETE

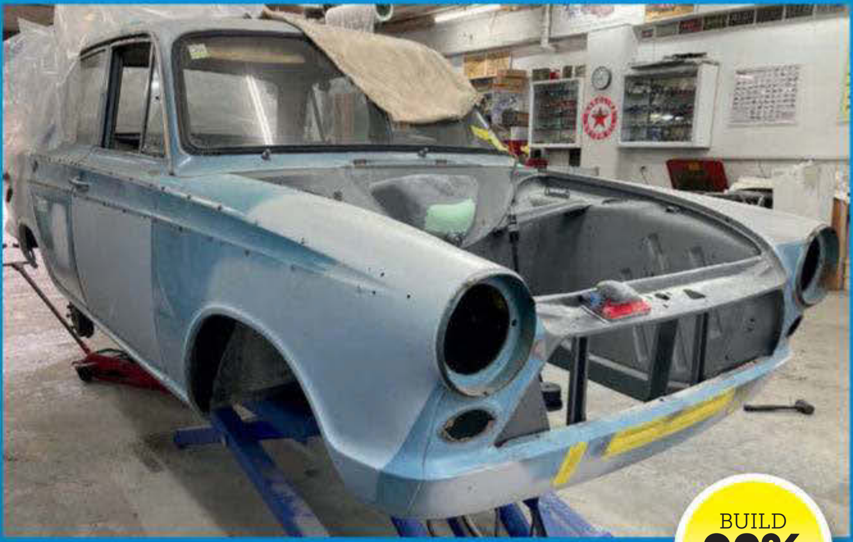
"I'VE ALWAYS LOVED FOUR-DOOR ESCORTS"

MK1 CORTINA

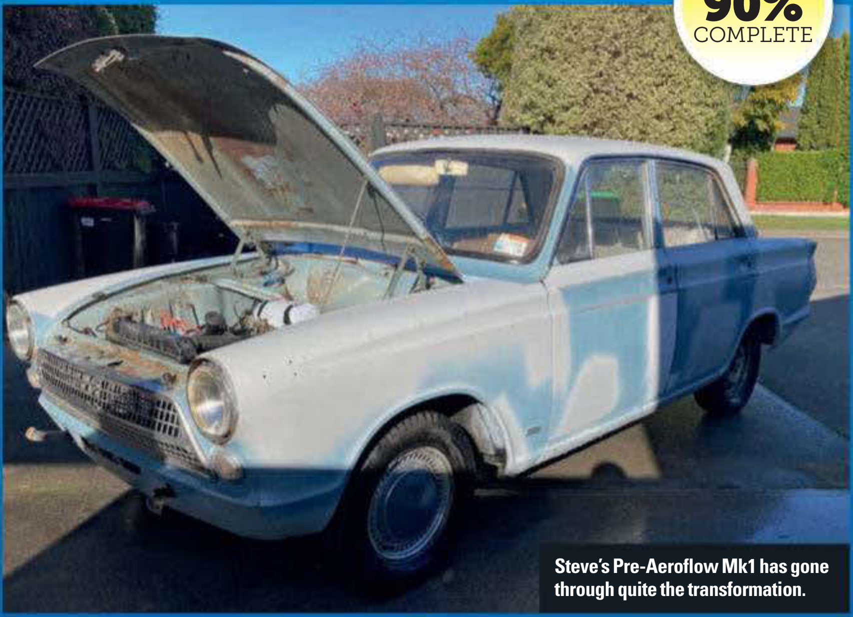
BUILDER: STEVE TURNER **FROM:** NEW ZEALAND

Planned spec: GT tribute

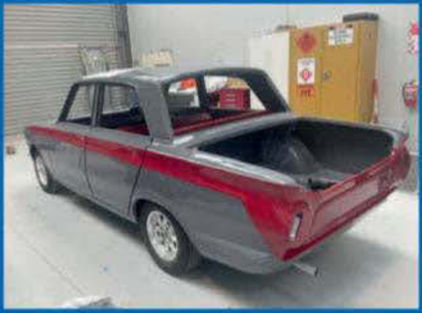
What's the story?
"After three years I'm nearly there with my Cortina rebuild," says Steve. "The engine has been rebuilt to GT spec and more or less everything on the car is either new or reconditioned — inside and outside. When it's done it will be a fun driver for use at weekends and shows."



BUILD
90%
COMPLETE



Steve's Pre-Aeroflow Mk1 has gone through quite the transformation.



MK1 TRANSIT CAMPER

BUILDER: DANIEL AND MADDY TUNBRIDGE **FROM:** UK

Planned spec: 2-litre Zetec, uprated electrics, four-berth conversion

What's the story?
"My wife, Maddy and I bought this back it in 2020 so most of the work was done during the pandemic, with Maddy spraying it," recalls Daniel. "Then it got left for a few years as we had other projects going on. It's only recently I've got back onto it, doing the Zetec swap, and with my friend, Neil, helping with and teaching me how to weld."

"Future plans are to make it into a four-berth, completely modernise the electrics and lights and fit solar panels, but retain the classic look with a bench seat in the front, and a Zephyr dash handbrake, and full-width pullout bed."

BUILD
60%
COMPLETE

MK2 GRANADA ESTATE

BUILDER: BARRY POMFRETT, TONY LAWTON **FROM:** UK

Planned spec: restored to standard

What's the story?
"We picked this up recently from a man called Carlos Perez," says Barry, "and it's covered just 4533 miles from new, having belonged originally to the Duke of Westminster."

"The car has sat in storage for five years but before that was used in 2019 for a year and before that had sat for 20 years, so it's looking little unloved — we're planning on a full restoration and repaint starting in November."

BUILD
10%
COMPLETE

Barry and Tony are about to start a sympathetic rebuild of this low-miles Mk2.

MK2 SIERRA ESTATE

BUILDER: JASON MILLER
FROM: UK

Planned spec:
1.6-litre Pinto, coil-overs, partial restoration

What's the story?
"I picked this 1.6-litre Mk2 up back in September 2020, and had it on the road for roughly three years until it developed a misfire, so I took it off the road to do an ST170 conversion.

"That slowed up," Jason admits, "and I didn't touch the car for the best part of two years, so recently I decided to crack back on with it. I then decided I wanted to go back to a Pinto so I went on a little road trip and picked another 1.6 up. I just need to get it running now, get some welding done and give it a tidy up then fingers' crossed we will be back in action."

BUILD
60%
COMPLETE

After a break Jason's fully back on with sorting his Sierra.

TOP 10 TIPS: WHAT NOT TO DO WHEN BUILDING A PROJECT

1. Rush. Buying a car is such a thrill, but set aside plenty of time to view the car closely. Plan to spend at least an hour inspecting before talking cash.

2. Inspect in the dark. Torchlight is no substitute for daylight or a well-lit, spacious inspection area, and street lamps may make the car appear a different colour.

3. Go alone. Take another brain with you, but not one belonging to an equally car-obsessed mate. This is the time to get your better half involved. They'll see reality more clearly as well as, perhaps, buying into the idea.

4. Buy from a person who's not the owner. Always be sure that what you're buying is the property of the person selling it to you.

5. Be pressurised. If you're told there are a few people coming to see the car that day, refer to Number One above. Even if the next viewer turns up while you're still there, carry on inspecting and turn the tables by asking the vendor about all the faults you've found.

6. Underestimate the amount of work needed. The aroma of petrol and vinyl is intoxicating, but the former is likely to be a weeping petrol tank, and the latter may be carried on a raft of damp air.

7. Rely on an MoT certificate. A valid ticket is no guarantee of the car's current condition, merely that it was able to meet set criteria at a given time. Trust your own judgement.

8. Judge tyre condition by tread depth. As a rule of thumb, tyres over five years old should be discarded, whatever their tread depth. The statement 'still on original tyres' should strike horror into the hearts of classic fans.

9. Forget your toolkit. Torch, goggles, overalls, jack, axle stands and a magnet are all essential items when heading off for a purchase. If you want to drive it, don't forget your licence and insurance.

10. Run the car briefly. If the car's a runner, start it up for long enough to bring it up to running temperature. This should help reveal any undue noises, as well as uncovering oil pressure and overheating problems.

SAPPHIRE COSWORTH

BUILDER: JAKE DEAN **FROM:** UK

Planned spec:
restored and painted shell, full engine build

What's the story?
"This is my Saph Cossie that I'll be starting to get on with soon, along with my cousin, in memory of my stepdad," says Jake, "as he was the reason I got into Cossies and the old Ford scene."

"The car needs paint and an engine build — ideally I want about 400 bhp — then I want do some little trick bits with some carbon on the outside that's still subtle, and maybe some trick bits with the interior and other aspects of the build."

BUILD
25%
COMPLETE

Jake's Saph is being built as a tribute to his late stepdad.

ANGLIA 105E

BUILDER: ROBBIE WALKER **FROM:** UK

BUILD
60%
COMPLETE

Planned spec: 1600 Crossflow, disc brakes, coil-overs

What's the story?
"I bought this 997cc 1964 105E Deluxe it roughly three years ago as a running project — it was sitting outside a train museum. I fitted a new clutch and gearbox and ran it about for a year to local shows until I started stripping it down on my parents' drive. I've since fitted Gaz coil-overs and a Nissan Micra front disc brake conversion, lowered it all round 2 inches and it's now sitting on banded steels. I've just fitted a 1600 Crossflow and plans are to make a period-correct street racer on a budget by doing most of the work myself."

MK3 CAPRI

BUILDER: JACK WESTMACOTT **FROM:** UK

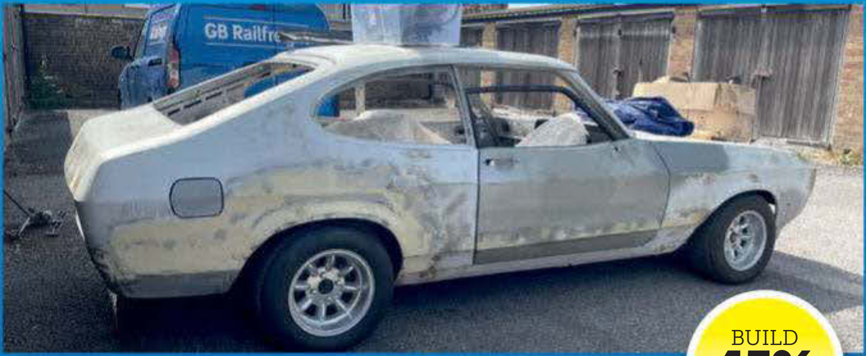
Planned spec: Honda F20C, six-speed 'box

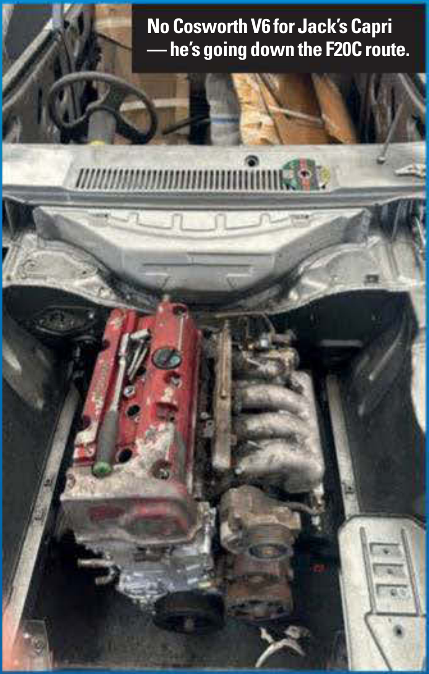
What's the story?
"This is my 1984 Capri with a Honda F20C engine tuned by Spoon, and who doesn't love a Honda-powered Ford?" says Jack.

"I bought it off a guy who was in the middle of a full restoration — it was a very bare rolling shell and he was putting a 3.5-litre Rover V8 engine in it."

"I'm learning how to spray myself so that I can get it looking good and in one colour, though I don't want to go to mad with it as I would like it to surprise people, and take it on long road trips.

"I managed to keep it secret from my dad for over a year — he had three Capris back in the day, and he will be helping me rebuild it once it's painted."




No Cosworth V6 for Jack's Capri — he's going down the F20C route.

BUILD **45%** COMPLETE

MK2 ESCORT VAN

BUILDER: GORDIE MACKAY **FROM:** UK

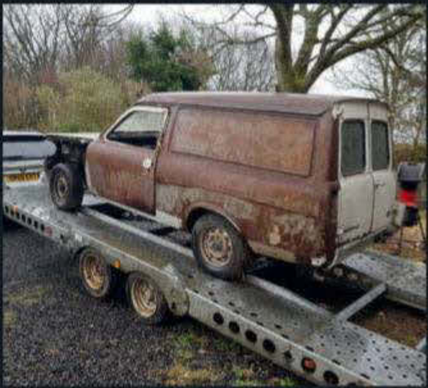
Planned spec:
MX-5 engine and 'box, bubble arches

What's the story?
"I bought it nearly 20 years ago on from a guy in London — I live in the north of Scotland so couldn't get much further away!

"When I picked it up the seller said it was ex-Thames Water and someone had been gathering parts to restore it — most of the van was bare metal and stacked with random parts and panels. I got it home, unpacked all the parts stored in it and decided I would build it to Group 4 spec as I did a lot of bodywork on rally cars at the time. Thousands of Pounds of parts from Rally Design later I had gathered most parts along with a Cosworth V6 engine and parts to fit a Type-9 'box, full cage, four-link kit — the works.

"It took years to get the parts all gathered ready, but I never actually got started building it thanks to work and no space at home until we moved house. Then the garage I stored all the parts in burnt down…

"I'm now at the stage of slowly buying parts to get started again — including new wings with bubbles fitted — and I'm back to saving for an engine and gearbox, possibly from an MX-5, but it all depends on what I can afford. Oh, and the yellow paint is from when the kids were bored and playing in the shed!"



Gordie's van build stalled for many years but now he's fully back on it.

BUILD **20%** COMPLETE

MK1 SIERRA

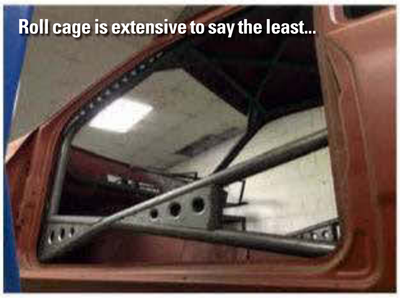
BUILDER: CHARLES BIRCH
FROM: UK

Planned spec: motorsport-spec shell, 2JZ engine, BMW rear end

What's the story?
"I've just finished building my unit with a mate, so now I can crack on with this full nut-and-bolt rebuild," says Charles. "The shell has been dipped and repaired and is now fitted with a full roll cage. I'm running a BMW M3 rear end and I'm planning to put a 2JZ motor running 800 bhp in it."

BUILD 30% COMPLETE

> "I'M PLANNING TO PUT AN 800 BHP 2JZ IN THE SIERRA"



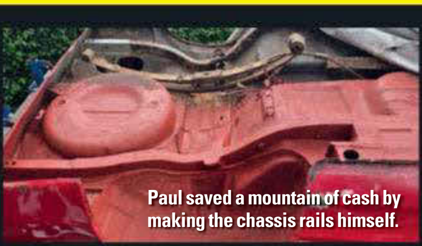
Roll cage is extensive to say the least...

MK3 CAPRI

BUILDER: PAUL KIDGER **FROM:** UK

Planned spec: restored, 2-litre Pinto

What's the story?
"This 1984 Capri had a fair bit of rot in various places, and both rear chassis rails were completely rotten, so I decided to save myself £1500 and make the chassis rails myself. Both sides are now done and I'm ready to move onto the front floorpans which have crappy previous repairs!"



Paul saved a mountain of cash by making the chassis rails himself.

BUILD 40% COMPLETE

SIERRA P100

BUILDER: DYLAN ELLIS **FROM:** UK

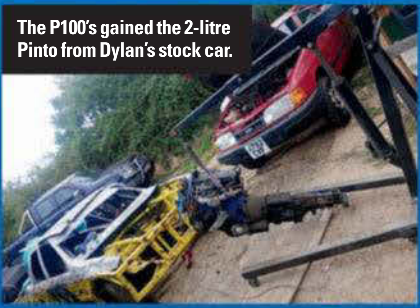
Planned spec: 2-litre, coil-overs, 3DSM wheels

What's the story?
"This past year I've been putting my P100 I got back together as a rolling shell just for a weekend show car and runaround.

"It was just a standard P100 when I got it so I decided to put the 2-litre Pinto that I had ready for my stock car into the shell. Slowly but surely I've been piecing it back together to get it running again and on the road again.

"I've also changed the front suspension to Mk1 Focus coil-overs along with swapping the hubs and callipers to normal Sierra four-stud, have fitted 4 inch lowering blocks at the rear, and five to four-stud adaptors so that I can keep the original axle, as I got a great deal on some 16 inch 3DSM wheels and tyres for £400 that are basically brand-new!"

BUILD 80% COMPLETE



The P100's gained the 2-litre Pinto from Dylan's stock car.

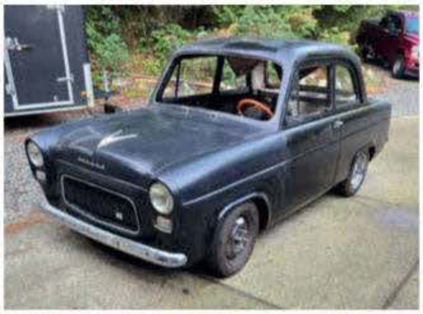
ANGLIA 100E

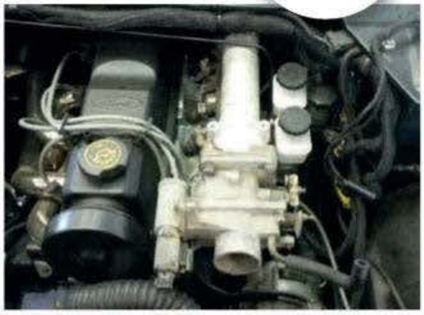
BUILDER: ANDREW ENSING **FROM:** CANADA

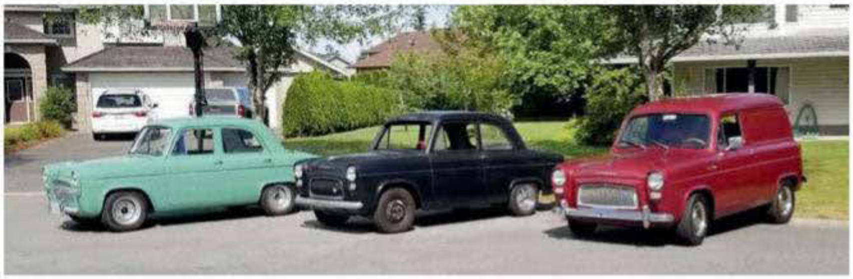
Planned spec: 2.3-litre Pinto, T5 gearbox

What's the story?
"This 1959 Anglia has been in our family since 1972," says Andrew, "and it's currently getting a 2.3-litre Pinto with fuel injection and a T5 five-speed gearbox. I'll be using it to go to shows alongside my grandfather's 1956 Thames 300E with a Cortina 1600 motor and my uncle's 1960 Prefect, also running a 1600."

BUILD
85%
COMPLETE







MK1 CORTINA GT

BUILDER: JIM OWENS **FROM:** UK

Planned spec:
standard looks with five-speed and EFi

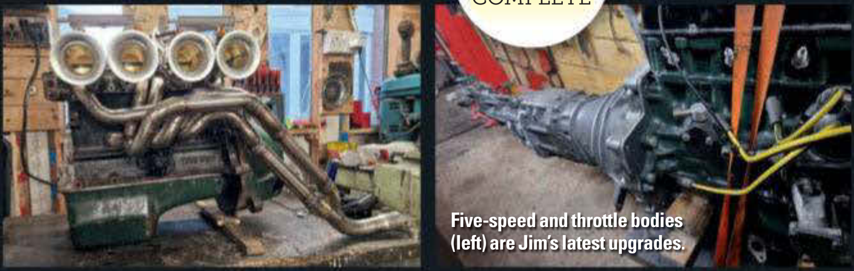
What's the story?
"I'm building a Mk1 Cortina GT currently," says Jim. "It's an ongoing project and I've recently converted it to a five-speed using an MX-5 gearbox. I'm now I'm converting the 1500 Pre-Crossflow to run on fuel injection."

"I have been filming this car over the years on YouTube — find it at www.youtube.com/@jimbuilds.

"I'M CONVERTING THE 1500 TO RUN FUEL-INJECTION"

Jim's GT is a YouTube regular.

BUILD
90%
COMPLETE



Five-speed and throttle bodies (left) are Jim's latest upgrades.

TOP 10 TIPS: FOR A SUCCESSFUL FINISHED PROJECT

1. Work out your overall budget and then double it. Break down that figure over the months you expect the restoration to take. For example, spending £5000 over two years equates to £208 per month.

2. Be honest about your skills. Knowing when to entrust work to a specialist will save time and money. Hire tools if necessary.

3. Plan your work to progress from dirt and rust to clean and painted (or renewed), not swinging backwards and forwards between the two. Store parts carefully until they are needed, if necessary.

4. Sodablasting, sandblasting and paint removal dips do tedious stripping work in hours, not days, while you concentrate on other areas. Compare their cost before forking out on abrasive discs, paint stripper and the like.

5. Find a local garage and entrust them with items for complete dismantling, such as pressed-in bearing hubs and difficult suspension components. Some jobs require special tools you're unlikely to buy or hire.

6. Join the relevant owners' club and draw on the experience of fellow club members. Some might even be prepared to help you. Get involved and let them know what you're trying to achieve. Word of mouth travels a long way in clubland.

7. Harness your buying power when replacing items. Rather than buy parts in fits and drabs, try to compile a comprehensive list of parts and see if you can get a discount from suppliers.

8. Don't neglect family or friends or they'll resent the time you're devoting to your project.

9. Take plenty of photographs as your project progresses. This will serve to determine higher agreed insurance values as proof to insurers.

10. Keep images of finished cars to remind you of your ultimate goal and provide inspiration. Mix tedious tasks with easier, more pleasurable ones if the going gets tough. A sense of humour also helps sail through hurdles, stress-free.

MK3 FIESTA

BUILDER: SAM VERONA **FROM:** UK

Planned spec: Zetec, bodykit

What's the story?
"I bought this Fiesta for £300 and was originally meant to just keep it standard and restore it," says Sam, "but after it sat for a few weeks the engine decided to not start anymore, so I decided to do a full build on it and do an engine swap. Most of the parts so far I've found very cheap including the front bumper which I found for £5, so I've decided to do a budget build."

BUILD
30%
COMPLETE

MK1 ZEPHYR

BUILDER: THE ASHDOWNS **FROM:** UK

Planned spec:
restored back to mild custom spec

What's the story?
"This is my dad's cousin, Ian Keegan's Mk1 Zephyr that was once in Custom Car magazine and has done most of the shows in UK, raced a few times at Santa Pod Raceway, has been in a couple of films and TV shows along with the pre-race at Le Mans too!" says Tyler.

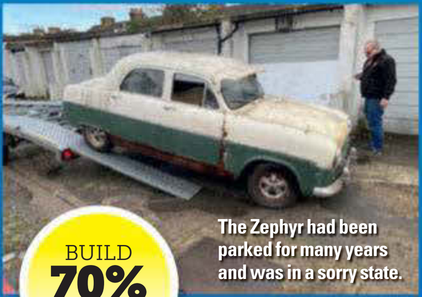
"Unfortunately the car was parked up and left for many years while Ian went to work in Zimbabwe and time took its toll on her. Dad decided to take her away and resurrect her to her former glory, so we had the body acid-dipped, which was nerve-wracking to say the least. She came back battered but saveable with time and money.

"We also found the car had a sunroof that had been filled in, which Ian knew about but had forgotten, but our lovely fabricator, Mark has managed to get it working.

"The engine and gearbox are currently being rebuilt with some shiny goodies added and we have some Wolfrace wheels for now but we are trying to either save the style it had on in old photos or get a set the same.

"The car is being painted soon ready for our good friend, Kevin Dipchan at Zodiac Motor Services to put her back together."

The Mk1 was part of the custom scene back in the 1980s.


The Zephyr had been parked for many years and was in a sorry state.

BUILD
70%
COMPLETE

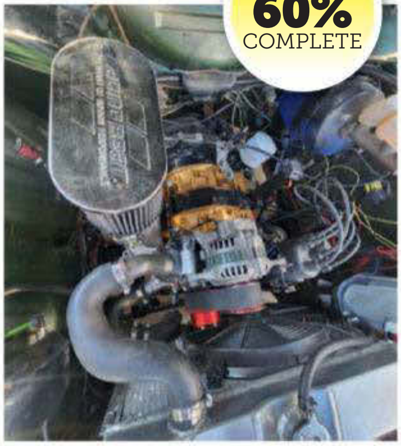
MK1 CAPRI

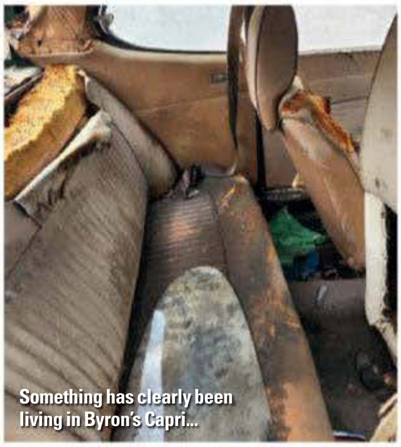
BUILDER: BYRON TOBAR
FROM: USA

Planned spec:
restored with Mazda rotary swap

What's the story?
"This Mercury Capri was originally a 2-litre automatic, and I'm only the second owner," says Byron. "As you can see the Pinto is long-gone and I'm fitting a 13b bridgeport motor from a 1989 Mazda RX-7 along with a five-speed, and with help from MLK Auto Repair here in Los Angeles."

BUILD
60%
COMPLETE




Something has clearly been living in Byron's Capri...

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BETTER TOGETHER

Back in the day, the combination of a Mk2 RS2000 running a Cosworth YB was the Holy Grail to many. In 2025 such a conversion has become a rare thing which makes Ben Thompson's stunning Escort even more special.

Words and Photos Jon Cass

We've seen no end of variety when it comes to engine transplants in the Mk2 Escort, but for many, the Cosworth YB was always the one to have. Thanks to its strong connection to the earlier Pinto, slotting in a YB just seems like a natural and highly tuneable upgrade with potential for some crazy horsepower figures.

We're sure many Mk2 owners would still love to take this tried-and-tested route but as Cosworth engines now fetch mega money, you'd have to be really committed. Fortunately, there are still owners around such as Ben Thompson where only a YB would suffice.

We've seen numerous builds from Ben over the years, but his connection to the Mk2 Escort goes much further back than any other model produced by Ford.

"I bought a beige 1300L for £300 when I was 15," he recalls, "and once I passed my driving test, I couldn't wait to start on the mods." The 1300 soon gave way to a 1600 Crossflow complete with big-valve head and race cam, but that engine wasn't to survive for long either. "In a quest for more power, I slotted in a 2-litre EFi Pinto from a Granada," he smiles, "I had the shell resprayed black at this stage too." Most notably, Ben also added an RS2000 kit including droopsnoot and spoiler and already there were thoughts of a YB coming next.

"Regrettably, I ended up selling that first Mk2 and bought a Sapphire Cosworth when I was 21," he recalls, "that car already had the engine I wanted so it seemed a logical step." →

“ALL THE ORIGINAL PANELS WERE STILL IN PLACE AND ANY REPAIRS HAD BEEN CARRIED OUT REALLY WELL”

With this RS2000 ‘finished’ Ben’s now on with a standard Calypso Green rebuild.

Subtly-mounted boost gauge is the only inside clue to the engine.

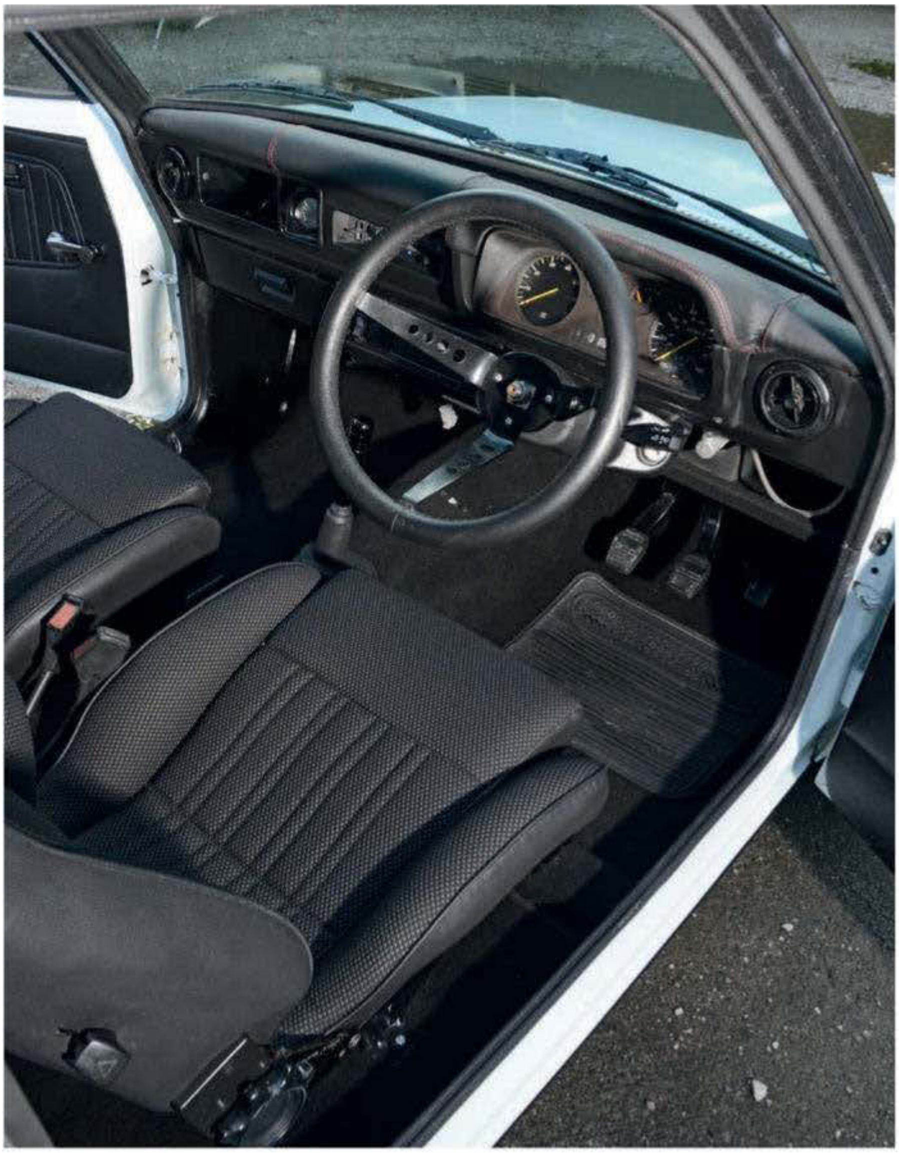
Fishnets replace the original rolltop seats. 15 inch four-spokes (left) cover bigger and better brakes.

Countless other Fords including Mk2 Escorts would follow, but Ben still had yet to either buy or build himself a Cosworth-powered RS2000, his ideal combination in a perfect world!

RS-bound

“Around two years ago I managed to buy a rare Calypso Green RS2000 needing work,” Ben recalls, “I’d also picked up a Cosworth YB engine so it looked like the project I’d always planned on doing could now finally begin.”

Progress was always likely to be gradual as Ben’s business, Chevin Specialist Vehicles along with family commitments understandably takes up much of his spare time. “I import a lot of old Fords from South Africa through my business so when I spotted an ad for a Mk2 RS2000 already boasting a Cosworth YB, it was always bound to catch my eye,” he smiles, “this



one was Signal Yellow but unfortunately I just missed out on buying it."

Now, there are probably more Cosworth-powered Escorts in South Africa than you'd think considering only 12 Sierra Cosworths were officially sold there. "These were all imported through Basil Green as a special order," Ben explains, "but it's plain to see many South Africans have gone out of their way to import Cosworth engines primarily to install in other cars." The YB's popularity in South Africa meant Ben didn't have to wait long for a second Cossie-powered Mk2 to appear in the classifieds and he wasn't about to miss out this time!

Initially, it seemed Ben had finally bought his dream car and someone else had already done all the hard work. "When I had chance to take a closer look, unfortunately I found some of the work had been compromised," Ben says, "I put this down to a lack of parts supply for these cars, which meant a few corners had been cut."

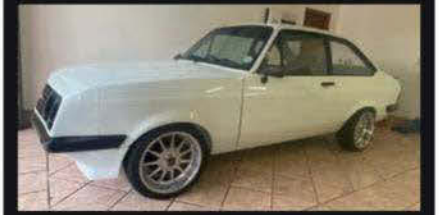
Ben now found himself with yet another project on his hands, but at least he couldn't fault the 1980 RS2000's bodywork. "All the original panels were still in place, and all repairs had been carried out really well," he says, "even the underside was pretty much spotless." Relief also came with the knowledge this was a genuine RS2000 and not a clone, confirmed by the pressed dash for the clock pod, double spring hangers, plate under the rear seat and all the correct body strengthening areas being present.

This was good news for sure, but things weren't looking so rosy in some respects as the wiring loom was a mess, the turbo lacked any boost, and the interior left a lot to be desired too. "The car had been sat on a set of huge 17 inch rims," Ben says, "these had fouled the rear arches

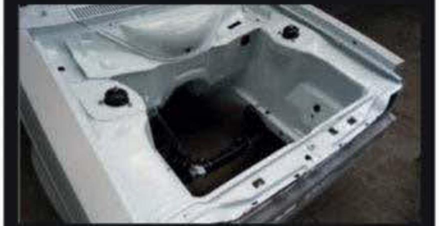
→

PERFECT PROJECT

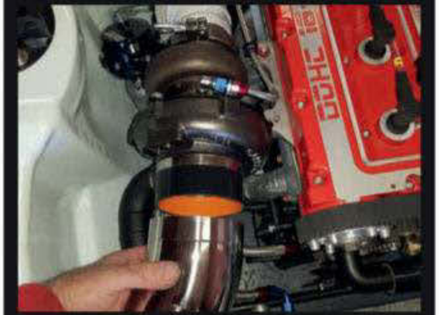
Importing this RS from South Africa meant no rust for Ben to deal with but plenty of other problems!



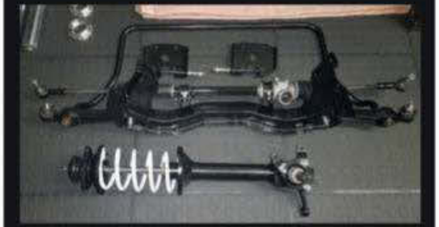
The Escort arrived looking clean and straight, though those 17 inch rims were the first things to go.



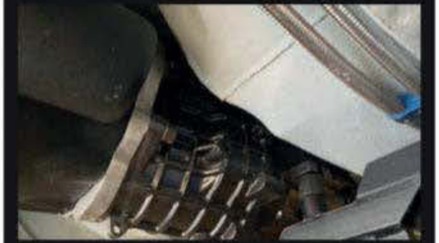
Wanting to make the RS the best he could, Ben pulled the YB so he could repaint the engine bay.



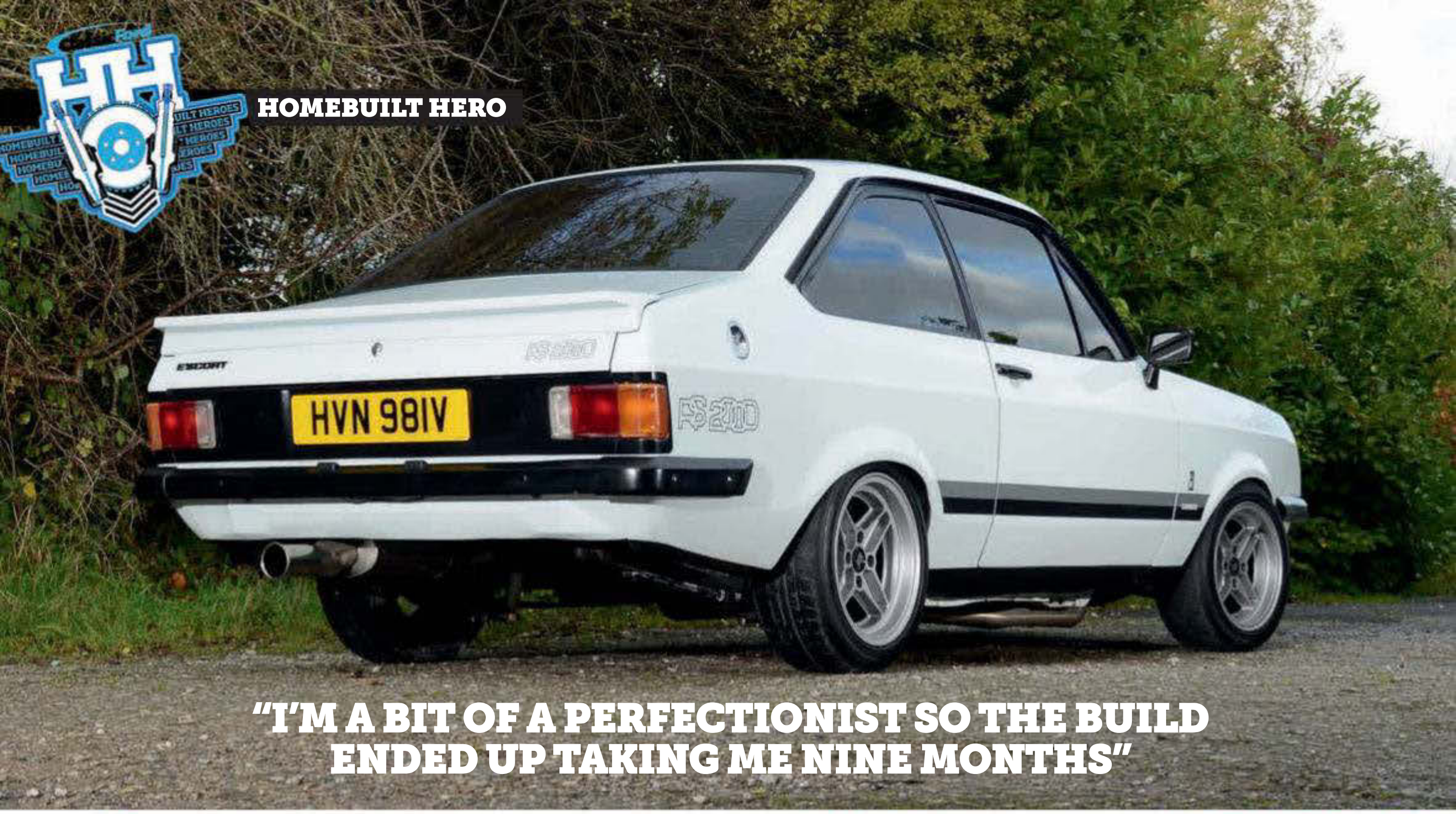
The Cossie was in good shape but the GTX-series turbo wasn't, needing a complete rebuild.



The front suspension was stripped, powercoated and rebuilt and uprated at the same time.



Unusually, the YB was mated to a Getrag 'box (note the adaptor plate), which Ben checked and refitted.



"I'M A BIT OF A PERFECTIONIST SO THE BUILD ENDED UP TAKING ME NINE MONTHS"

Tech Spec

Body
1979 Escort RS2000, halogen headlights. **Paint:** Frozen White

Engine
2-litre Cosworth YB, Group A multilayer head gasket, BD14 camshafts, full Cometic gasket set, high-pressure oil pump, JE oversized forged pistons, blueprinted and balanced, Precision wastegate, hybrid Garrett GTX3576 Gen 1 ball bearing turbo, Tial exhaust housing, custom tubular manifold with external wastegate, custom solid boost pipes with silicone connectors, Canems ECU, stainless steel exhaust with 76 mm performance silencer, alloy radiator and intercooler, 660cc VXR injectors, Aeromotive fuel hoses, twin pumps, fuel pressure regulator

Transmission
Getrag 285 five-speed gearbox, steel flywheel, paddle clutch, custom propshaft, Borg-Warner axle

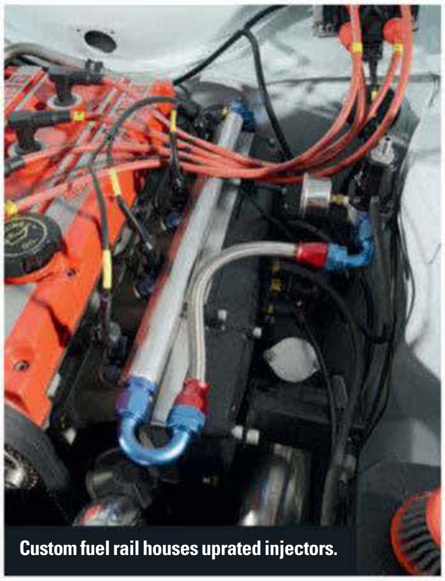
Suspension
Front: RS2000 struts with uprated inserts and uprated -2 inch springs, Twin Cam anti-roll bar, adjustable track control arms, quickrack. **Rear:** Gabriel Technomatic dampers, single-leaf springs, lowering blocks. Polybushed throughout

Brakes
Front: Willwood callipers and 283 mm discs. **Rear:** Cosworth disc conversion. Bias pedal box

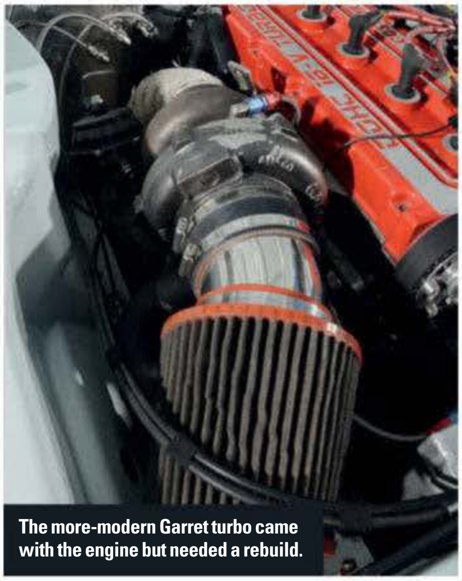
Wheels and tyres
7x15 inch RS four-spokes, with 195/50R15 tyres

Interior
Refreshed RS2000 interior in black Beta cloth, fishnet Recaros, Springalex steering wheel

Thanks
Chevin Specialist Vehicles, Burton Power, Canems and Gary Green



Custom fuel rail houses uprated injectors.



The more-modern Garret turbo came with the engine but needed a rebuild.

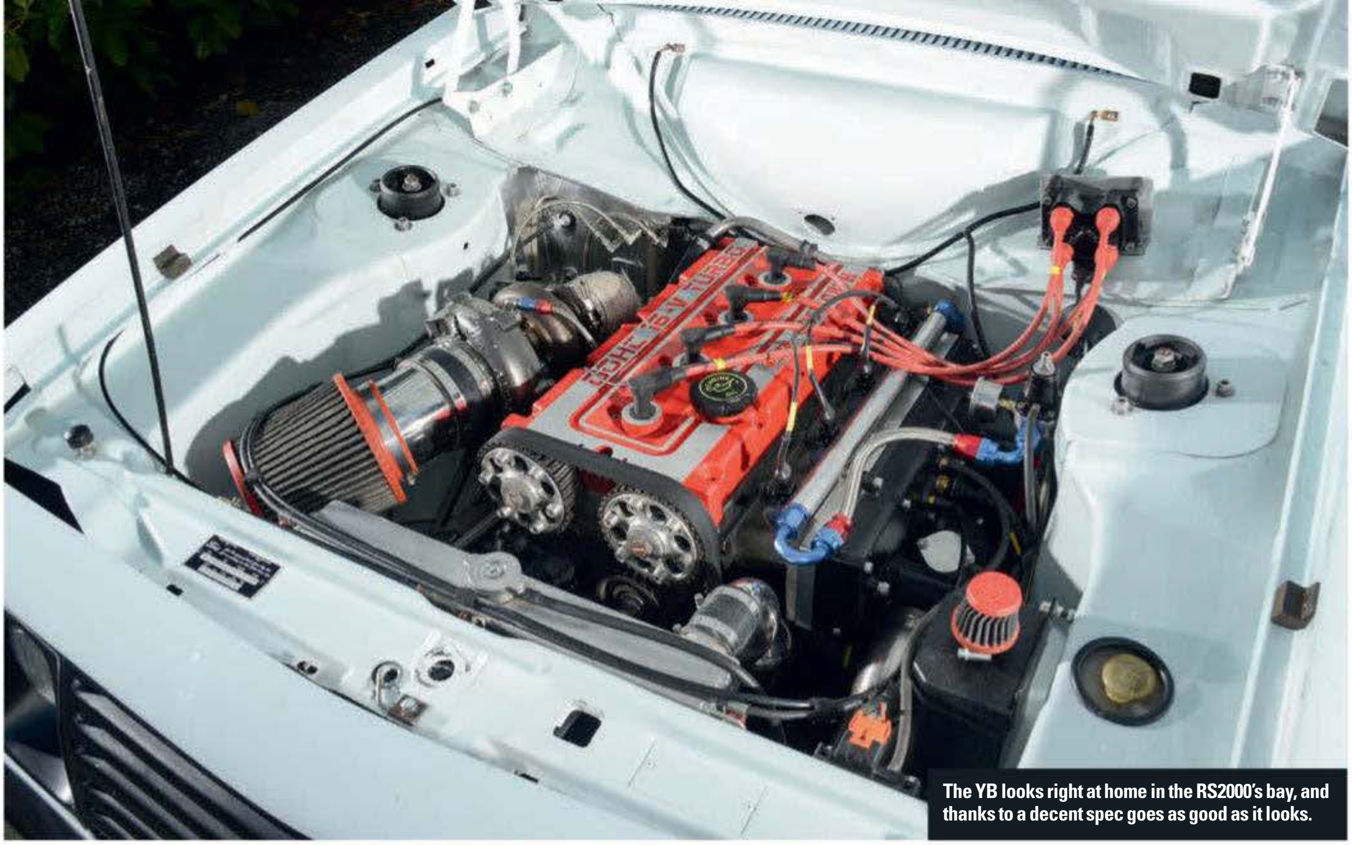
which meant carrying out repairs here too." Coupled with a growing list of other gremlins, Ben certainly had his work cut out with this unforeseen project!

Totally not wired

The problematic wiring was the first aspect to receive attention, Ben opting to purchase a complete new loom and ECU from the well-respected Canems. "This was all installed by auto electrician, Gary Green," Ben points out. "Basically Gary had to remove the entire wiring system and start from scratch!"

As we pointed out, that all-important turbo in the shape of a Garrett GTX 3576 produced no boost and required a full rebuild. "Luckily the engine itself and the ancillaries were all OK," Ben says, "I just needed to install a bias pedal box to replace the non-functioning existing box for the car to be driveable."

Perhaps that's a slight overstatement as the suspension and brakes were both in need of a major overhaul, too. "The existing suspension was stock and worn out," Ben says, "I opted for uprated springs, roller bearing top mounts, an anti-dive kit and had the original RS suspension fully refurbished with uprated inserts and bushes." Fully intending this car to handle as well as it goes, Ben also chose to install adjustable bottom arms and a



The YB looks right at home in the RS2000's bay, and thanks to a decent spec goes as good as it looks.

Twin Cam anti-roll bar while the braking system has seen a major upgrade thanks to Willwood callipers and GTi-16 discs.

Sensibly, Ben chose to swap the 17 inch rims for a set of far more appropriate RS four-spokes. "I intended to fit 13 inch rims but due to the bigger brakes, I had to go for 15s," Ben says. "These are 7 inches wide with an extra 5 mm shaved off the width, so they tuck under the arches nicely." Along with necessary repairs to the damaged rear arches and a fresh coat of Frozen White paint, this would breathe new life into that instantly recognisable RS2000.

South African-built RS2000s came with Mk2 Mexico-style rolltop seats as standard and this car was no exception. "I've always preferred the later fishnet Recaros and luckily I had a pair I could use," Ben says, "I had the remainder of the interior retrimmed in Beta cloth style material to match too."

All in good time

From buying a car that was intended to be used and abuse right away, Ben unwittingly bought himself another mammoth project.

"The Escort just required a few issues to be ironed out," he smiles. "I'm a bit of a perfectionist, so the work ended up taking nine months." Thankfully, Ben's passion and enthusiasm for old Fords seems never ending so he didn't mind the hard graft so much. In fact, he's probably working on a certain Calypso Green Mk2 RS2000 as we speak. CF

PERFECT MATCH

THE COSWORTH YB

It's not often we get chance to talk about Mk2 Escorts and Cosworth engines together these days, but Ben's cracking example certainly has all the right ingredients. Based around a 205 block, his blueprinted and balanced YB boasts a Garrett GTX 3576 hybrid turbo, 660cc VXR injectors, Burton Power BD14 cams, high pressure oil pump, custom tubular manifold and external wastegate along with JE forged pistons. Coupled with an alloy radiator and intercooler along with solid boost pipes to avoid any unwanted running issues, the result is a highly entertaining 400+ bhp. Sensibly, the transmission has been upgraded to match, a Getrag five-speed 'box mated to a custom flywheel and hydraulic clutch along with a custom prop more than up to the task here. This has been the build of a dream car for Ben, and we suspect many of you too.

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TAKE FIVE: MODERN CLASSIC PROJECTS

There's never been a better time to take on a project from Ford's more recent era. Here are five crackers to get your teeth — and spanners — into…

Words Dan Williamson

It's that time of year again. The time when we retreat from shows and track days, and take ourselves instead to our garages and sheds. The time when we turn to our beloved old cars and plan our next improvements. Or, better yet, the time when we begin browsing eBay for another classic Ford to swallow our money. But with the cars we once considered cheap and readily available now becoming expensive and unobtainable, they're typically too valuable to alter from concours specifications and almost impossible to discover in barn-find condition. Instead, we focus our attention to the modern classics; the ageing Fords on the brink of becoming collectible; the Blue Ovals with more emphasis on enjoyment than being blue-chip investments.

Here we've picked five of our favourite machines that are either cheap, easy to work on, easy to muck around with, or all of the above. All will make a perfect project, whether you're restoring or creating something extra-special for a future cover of Classic Ford.

Mondeo Mk1 and Mk2 1992-2000

THE MONDEO WAS A GAME-CHANGER AT LAUNCH, AND OVER 30 YEARS' LATER IT STILL IS

- + Cheap, cheerful and bags more character than you can recall
- − Worthwhile modifications cost big money to do properly

Most Mk1 and Mk2 Mondeos are long gone, and remaining survivors tend to fall into the smash-happy hands of banger-racers. Often, they're not especially rusty – because although old Mondeos can rot, many have little more than minor blemishes, making them ideal everyday classics to improve and update.

The Mondeo was remarkable from the moment it was unveiled in 1992, offering a revolutionary front-wheel-drive upgrade from the Sierra it replaced – but it was better built, faster and handled brilliantly. The facelift (Mk2) of August 1996 improved the recipe, adding distinctive Dame Edna headlamps and bigger back lights, continuing production until September 2000.

Saloons, hatchbacks and estates were widely available with excellent 1.6, 1.8 or 2-litre Zetec engines, 1.8 turbo-diesel or 2.5 V6. A well-driven 2-litre isn't far behind the 168 bhp 2.5-litre, but if you're seeking performance you might as well opt for the ST24 (with lowered suspension, 16 inch alloys and, usually, a bodykit) or 1999's ST200, which offered 201 bhp, tuned suspension, 17 inch alloys, Recaro seats and almost-mandatory Racing Blue paint.

As a restoration project, it'll slowly appreciate and rapidly turn heads — a mint Mk1 in basic trim looks great even if it's for lack of gaffer-taped bumpers.

It's been common for Mondeo owners to cheap out by slapping on loads of BTCC-look stickers and leaving everything else standard, but we'd do the absolute opposite: imagine a full-race Si saloon with slammed suspension, 18 inch five-spokes, stripped cabin with full cage, 3-litre V6 on 45 mm throttle bodies, and sequential gearbox — all wrapped in immaculate bodywork in a plain factory-standard metallic.

VALUES

Condition B £2000
Condition C £500

WHAT TO LOOK FOR

1. Rust doesn't affect every Mondeo, but when they rot it's spectacular – check inner and outer sills, rear wheelarches, floors, doors and chassis rails.
2. Massive mileage is possible, but beware of smoking, clattering and coolant loss – head gasket failure is particularly pricey on the V6.
3. Electrical niggles cause all kinds of gadgets to fail – from heater blowers to alternators.
4. Clonking wishbones, leaking dampers and soggy suspension cause wandering and poor handling.
5. Choose wisely — if you want a sporty version, it's far cheaper to start with an ST than upgrade an LX.

Escort RS2000 Mk6 1995-1996

MASSIVELY UNDER-APPRECIATED, AND IT'S ALL THE BETTER FOR IT

+ It's a Rallye Sport Escort you can afford to buy, tune and dry every day

- You'll get bored of so-called Ford fans telling you it's 'not a real RS'

Still the cheapest way into RS ownership, and still unfairly maligned among Blue Oval owners, the 1990s' Escort RS2000 is gradually becoming recognised as a classic Ford. All the elements are there: motorsport pedigree, great driveability, everyday practicality and significant investment potential.

While the Mk5 RS2000 is already appreciating, the Mk6 – built from January 1995 until mid-1996 – hasn't yet gained the same following. And that's in spite of it being little more than a facelift of its predecessor, with smoother styling, new 6x15 inch alloys, and Raven Flow-upholstered Recaros.

It used the same 150 bhp normally-aspirated 2-litre DOHC I4 engine and MTX75 five-speed gearbox, offered as front-wheel drive or four-wheel drive with 34/66 split. The suspension had been revised, but only 4x4s received rear disc brakes.

Despite being engaging to drive, on-paper performance figures were disappointing: 129 mph maximum, and 0-60 mph in 8.2/8.6 seconds (FWD/4x4).

No matter, though, because there's plenty to be done for improving an RS2000 without affecting its value too much. Stoppers can be cheaply swapped for bigger Focus ST170 parts, while Bilstein dampers and Powerflex bushes transform the handling. A tweaked 2.3-litre Galaxy motor will produce 200 bhp and drops straight in – and turbocharging takes it to 300 bhp-plus.

The downside is the 4x4 system will disintegrate unless fitted with expensive Mitsubishi Evo and custom-built parts. Thus the RS2000 4x4 is perhaps best preserved as a mildly-tuned rarity.

Before all that, though, your project will almost certainly require welding – and Mk6 Escorts are prone to epic rotters.

VALUES

Condition B £5000
Condition C £2000

WHAT TO LOOK FOR

1. Mk6 Escorts can corrode everywhere: A-pillars, inner wings, battery tray, bulkhead, floors, sills, chassis rails, wheelarches, doors, tailgate…
2. Recaros wear on bolsters but interiors survive well otherwise; a tatty cabin reflects a high-mileage or neglected car.
3. Blue smoke from the exhaust suggests blown piston rings; white plumes point to head gasket failure. Beware of rattles that continue when the engine's warm.
4. Electrical problems are common, particularly due to fusebox faults and broken wiring.
5. MTX75 is tough but beware of synchromesh crunching. The 4x4 is weaker, so check it's turning all four wheels.

Mk5 Fiesta Zetec S 2000-2002

THE FORGOTTEN GEM WITH GREAT HANDLING AND BAGS OF TUNEABILITY

+ So much fun, you'll enjoy each upgrade incrementally

− Nondescript nomenclature keeps Blue Oval collectability at bay

If you've an appetite for small, sporty bargains and rapidly-increasing rarity, here's the Fiesta Zetec S , a rev-hungry hot-hatch with possibly Ford's most meaningless badge. Indeed, had this Mk5 worn an XR or ST logo, it would already be called a classic.

VALUES

Condition B £2500
Condition C £750

WHAT TO LOOK FOR

1. Nasty noises, smoke and breathing from the engine; be equally wary crankshaft failure.
2. Transmission rumbling or crunching says the gearbox needs a rebuild. Beware of costly clutch slip.
3. Rot can be prolific: check the sills, floorpans, suspension mounts, doors, wheelarches and inner wings.
4. Cabins are typically tatty, with stained seats, crumbling steering wheel, and faulty heater blower.
5. Ignore colour, age and spec; instead go for overall condition, low mileage and lack of rust.

Instead, it's a forgotten gem from February 2000, when we'd given up hope of Blue Ovals being fun. Despite being based on the humdrum Fiesta Mk4, the Mk5 became known as a driver's car – and the Zetec S made the most of its nimble chassis. Lowered springs, an uprated beam, bigger brakes and quicker steering were added to the three-door shell, while a 101 bhp, 1.6-litre Focus-sourced Zetec SE was shoved under the bonnet. A close-ratio B5 gearbox and buzzy final drive ratio guaranteed B-road fun.

Multi-spoke 6x15 inch alloys and a smooth bodykit improved the image, while funky seats were colour-keyed to match the paintwork. A phase two Zetec S appeared in 2001, adding a grey cabin, but production ended in April 2002.

OK, the figures of 113 mph and 0-60 mph in 10.2 seconds aren't enticing, but the Zetec S can tackle far faster cars on twisty tracks, especially after some cheap and easy tweaks. The 123 bhp Puma 1.7 engine and gearbox are an ideal fit, as are a Series 2 RS Turbo limited-slip diff and Focus ST170 brakes – providing you fit 16 inch rims.

But that's only the start of it. The Zetec S is a perfect recipient for the ST180's 1.6-litre EcoBoost, which will make 350 bhp without breaking a sweat. You'll just need to ensure the Mk5's rot-prone body doesn't crumble away first.

Mustang S197 2004-2014

RETO LOOKS AND AWESOME SOUNDTRACK IN A BUDGET-FRIENDLY PACKAGE

- ➕ Plentiful power and a glorious V8 exhaust note for comparative pennies
- ➖ Almost all are left-hand-drive

While you might think any American motor is a wallowy Yank tank, the fifth-generation Mustang (known by its S197 codename) is more aligned with British tastes than its predecessors. Not only is it similar length and width to a Mk3 Mondeo, the S197 handles pretty well despite its solid back axle. And, instead of preceding Mustangs' Marmite styling, the S197 harked back to the muscle car's mid-1960s' heyday, with a tastefully aggressive retro-look design.

Okay, it was never officially sold in right-hand drive, but several cars were converted in the UK if you can't stomach a left-hooker. Otherwise, it's a huge amount of car for the money, being offered from 2004 in 207 bhp V6 or 296 bhp V8 configurations and manual or automatic transmission.

A convertible was added in 2005, while engine options improved gradually until the model's 2014 demise: by then you could bag a Coyote 5-litre powered 414 bhp GT or a 438 bhp Boss 302. Not to mention 2011's supercharged 542 bhp GT500 – rising to a mammoth 653 bhp two years later.

And that's before you begin the modifications. Bolt-on upgrades are cheap and readily available for every engine type, and not just for enormous grunt. Plus thanks to a stiffer bodyshell, the fifth-generation Mustang can be persuaded to handle and stop superbly — yes, even on the track. If you're a fan of raucous fun and tyre-smoking rear-wheel-drive antics, any S197 will do the trick, but it's advisable to avoid the early V6. Instead, opt for a post-2011 version for better V6 and V8 powerplants. And don't show off in front of crowds…

VALUES

Condition B £12,000
Condition C £3500

WHAT TO LOOK FOR

1. Rust can be a real problem, so inspect the floorpan and bonnet in particular.
2. Ensure the car's been imported correctly, using proper paperwork and passing the IVA test.
3. Transmission troubles include oil leaks from the back axle and crunchy synchros on manual models.
4. Cabin quality can't compare with anything better than a Mk3 Fiesta, so expect crap plastics and trim rattles.
5. Brakes on basic models can be poor, and suspension tends to feel floppy. Upgraded components are all but essential.

Mk2 Focus ST 2005-2011

AS TUNEABLE AS A COSSIE BUT AT A FRACTION OF THE PRICES

+ The most tuneable Ford you can buy for sensible money

- It's not without reason that the ST225's image revolves around pop and bang maps and cracked engines

VALUES

Condition B £4000
Condition C £1500

WHAT TO LOOK FOR

1. STs have been nicked and crashed since new, so inspect the VIN and invest in a decent history check.
2. Abused and badly-tuned engines bring huge problems – often due to cracked cylinder liners, so check for symptoms similar to head gasket failure.
3. Unless you've a specific colour and trim in mind, buy on condition; pre-/post-facelift prices are starting to align.
4. Beware of clicking driveshafts and clutch slip – especially common on modified STs.
5. Corrosion can be extensive. Examine the wheelarches, front wings, sills, floorpan and inner wings.

Love it or loathe it, the second-generation ST-badged Focus is not only old enough to be considered a classic, its almost-legendary all-round abilities have its reputation secured among the fast Ford greats.

From its launch in September 2005, and its subsequent nickname of Ford ASBO, the Focus ST225 grabbed headlines thanks to its Volvo-sourced 2522cc engine, boasting 222 bhp, 150 mph top speed, and sprint to 60 mph in 6.5 seconds.

Big brakes and tweaked suspension handled the grunt, while sexy 18 inch rims and smart bodykit turned heads. A funky interior completed the package, offered in three levels: basic (plain Recaros), ST-2 (colour-keyed trim) or ST-3 (leather upholstery).

There was also a Panther Black limited-edition in July 2007, bedecked in silver decals and red leather interior — a guaranteed money-maker. The facelifted Mk2 of 2008 meant improved styling and internal upgrades, but production ended in 2011. Nothing since (except the needlessly-pricey RS) has offered the same mixture of sporty styling, practicality (three or five doors were offered), a growling five-cylinder soundtrack and almost endless tuneability.

And that's what makes the ST225 Ford's most prolific hot hatch. You want a fun-filled 320 bhp daily driver? The ST takes mild power hikes it in its stride. You want a cost-effective track hack with uprated accessories for every taste? Here it is. You want 1000 bhp? Grab your credit card.

Of course, it's not all about going fast. The ST225 is as much an impending classic as an XR3i was 20 years ago. Standard, well-treated examples are already appreciating; as a usable long-term project, it has few equals.

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Do your research

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DIFFERENT STROKES

Josh Bowles is a firm believer that the 100E remains a great budget alternative to a rear-wheel-drive Escort when it comes to modding. When the result looks this good, we'd be inclined to agree!

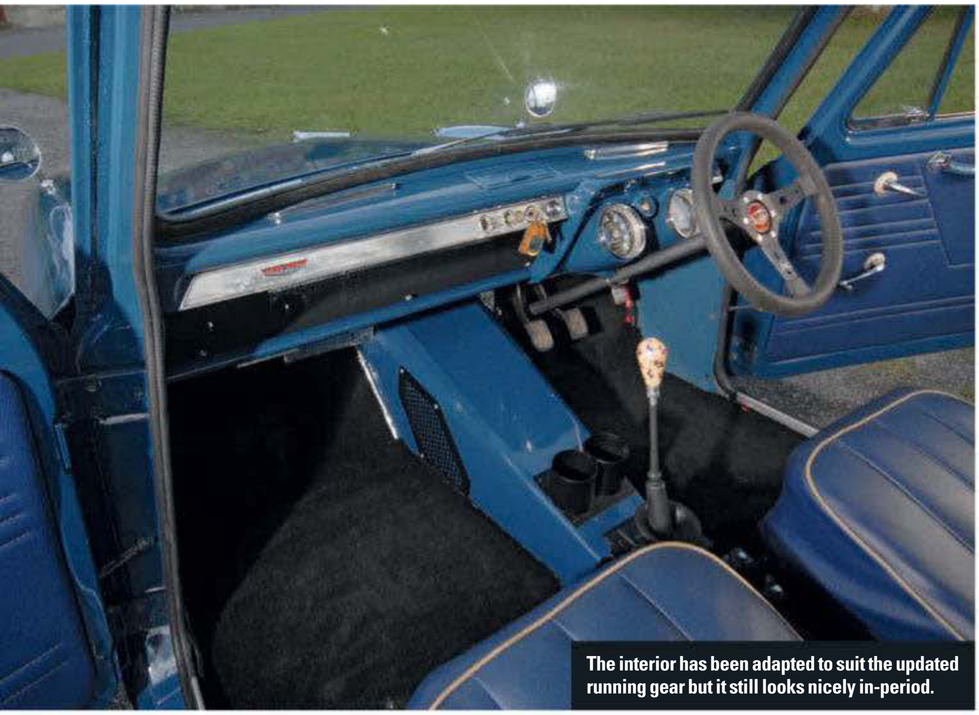
Words and Photos Jon Cass

We should point out from the start by stating Josh is one of those lucky few who just happens to be surrounded by likeminded friends and family that are all diehard Ford fans. In theory, this means he's never short of inspiration, motivation or a helping hand — most of the time anyway! We last saw Josh and his stunning, Pinto-powered 1958 100E during its early build and modification stage and knowing his potential for producing a cracking car, it made an appearance in our popular Grafters section. True to his word, Josh has completed the rebuild just as planned and even we weren't expecting it to look this good.

In all fairness, Josh has had a wealth of experience in building old Fords so maybe we were expecting something a little special, but it seems he really does have a natural talent in this area. Around a decade ago, we first spotted Josh cruising around in an über-cool, slammed and metallic green Mk2 Escort Ghia boasting a lairy 2-litre Pinto, a car that really caught our eye. "Later on, I built a Vauxhall XE-powered four-door Escort," he tells us. Josh then made a brief move into 1980s Fords with a 400 bhp Sapphire Cosworth, but this felt far too new and refined and it was quickly sold on!

"My dad, Stan is a keen old Ford fan too," says Josh, "and a decade or so ago, he'd spotted the often-overlooked 100E had managed to escape the spiralling values that had afflicted many other rear-drive Fords." Always one to seek out a bargain, Stan bought himself a ready-modified 100E, though the quality of its workmanship did raise a few questions. →

Original seats have been retrimmed and keep it period on the inside. Wheels (left) took a lot of trial and error to get right.



The interior has been adapted to suit the updated running gear but it still looks nicely in-period.

"I COULD HAVE BOUGHT AN ALREADY MODIFIED EXAMPLE BUT THAT WOULD HAVE BEEN TOO EASY..."

"That first 100E contained a real mish-mash of parts and it took all your concentration just to drive it to the shops," Josh laughs.

Pop shopping

Realising the potential of the 100E despite the example his dad owned having a few flaws, Josh bought a standard car with the intentions of rebuilding it how it should be done. "Unfortunately, due to other commitments that never happened and I had to sell my own 100E on, still with standard running gear," Josh recalls, "then just to rub it in, my dad bought himself another 100E already fitted with all the right bits!"

With his dad happily content behind the wheel of a well-built 100E, Josh pushed any jealousy to the side and decided to crack on with building a similar car for himself.

"I could have speeded the whole process up by buying an already-modified example like my dad had done," Josh smiles, "but that would have been too easy, I prefer to build cars my way as it's all part of the fun!"

It would be Stan who first spotted the ideal project base, a recently restored 1958 Popular 100E in Winchester Blue advertised online.

"The ad had only been up for half an hour, and the car was local too," Josh remembers, "so we didn't waste any time arranging a viewing." As the car had been recently restored, this meant there would many hours saved in comparison to resurrecting a rusty shell. This was a huge attraction as far as Josh was concerned. "It still had the original sidevalve engine with three-speed transmission along with a retrimmed interior in blue that still looked like new," Josh says. "In a way it was a shame to alter the car, but I found it too hard to resist."

At least the previous owner's hard work was put to good use for a year as Stan drove around in this 100E still in standard guise. "The ignition system eventually failed and that was the perfect excuse to carry out the conversion," Josh smiles. "This began by me stripping the underside and removing the running gear, all of which was done over a single weekend."

XE or Pinto?

Initially, Josh thought seriously about installing a Vauxhall Red Top similar to the conversion in his Italian Mk2 Escort, though he remained dubious that the chassis of the 100E could handle quite so much power. "I switched my plan to a more suitable Pinto instead as I knew that conversion worked well in a 100E," Josh adds.

The first task was to convert the rear end to run a 105E axle which included fabricating

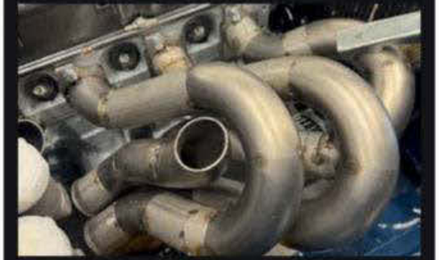
→

PERFECT PROJECT

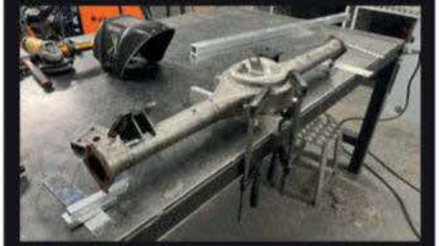
After a false start, Josh was finally on the road to modified Pop ownership with this solid 100E.

Buying an already-restored 100E meant lot less work for Josh to do to create his perfect Pop.

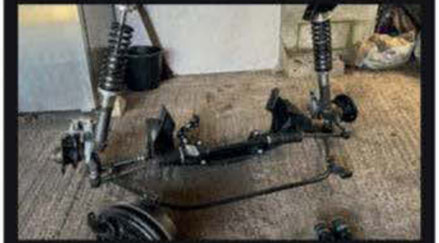
After his dad used it for a year. the 100E was taken off the road and stripped down in a weekend.



Once the Pinto was mounted, Josh made up his own manifold using sections of pipe bends.



The 105E axle was also adapted to fit at the same time with new saddle plates and tramp bar mounts.



Up front, a steering rack set-up was prepared based around Capri-based coil-over struts.

“WE TRIED FIVE SETS OF RIMS WITH DIFFERENT OFFSETS UNTIL WE FOUND THE COMBINATION THAT WORKED BEST”

PLAY IN THE BAY

THE POP’S PINTO SET-UP

Right from the start, Josh had big plans for his 100E and that included installing a far more capable engine. Electing to use a trusty Pinto, this 2-litre benefits from a ported and polished head with a Piper 285 cam, oversized pistons (“The bottom end had already been rebuilt by Speed Freaks”), 2.25 inch manifold and custom system (“I fabricated the exhaust from the manifold back, my first attempt and I’m really pleased how it turned out”), and a custom alloy radiator. Josh also opted to take the throttle body route using a bespoke set from Rik at Mk2 Mania while engine management comes via an Emerald K3 ECU — all equating to around 180 bhp. Combined with the neatly fabricated custom bulkhead, hidden wiring and custom loom, the engine bay of this 100E stands out from the pack.

a pair of taller saddles and mounting plates. Using Stan’s modified 100E as a template, Josh knew this would lower the ride height by 1.5 inches compared to standard.

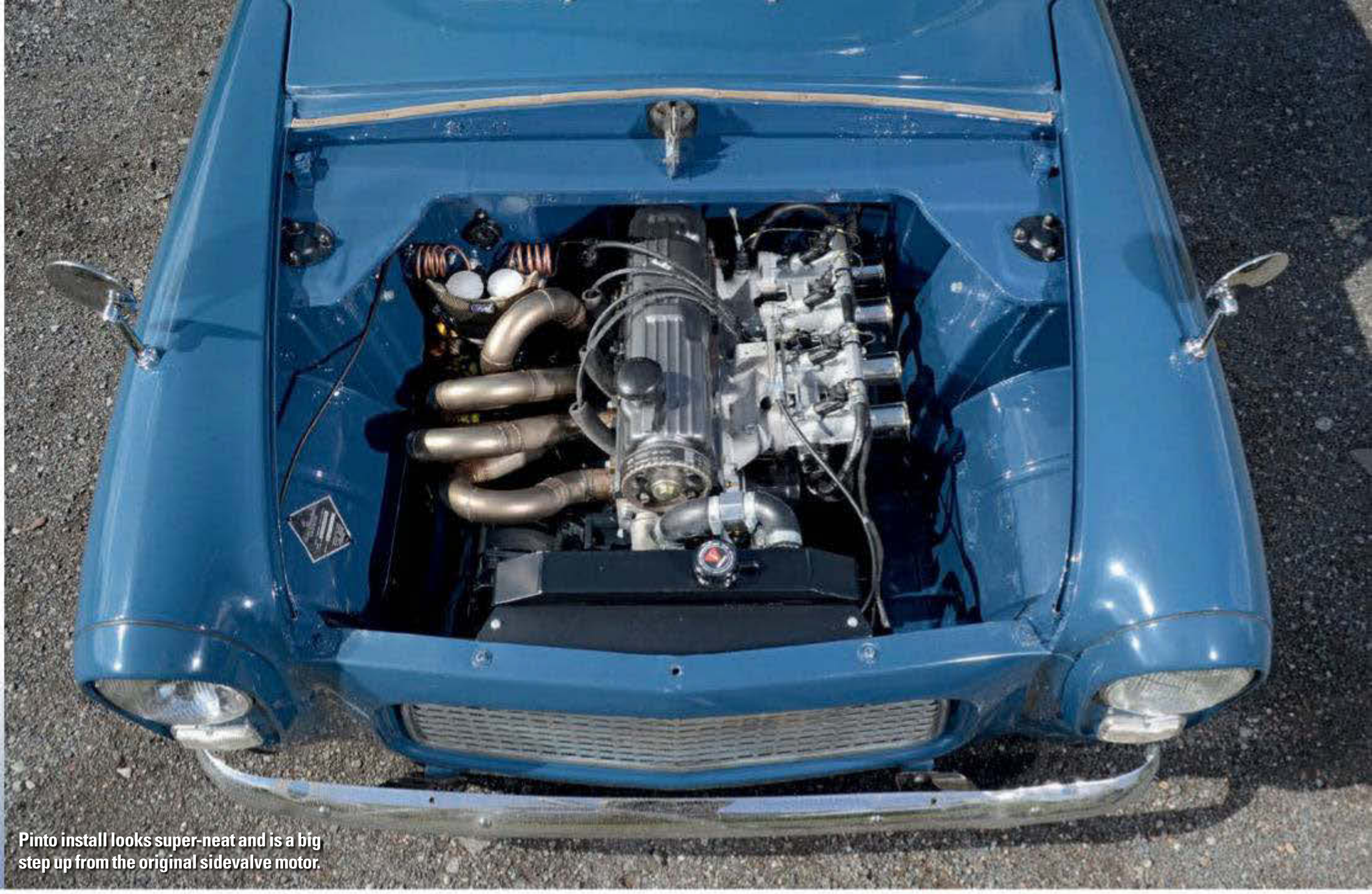
“I made my own anti-tramp bar set-up then moved on to working on the bulkhead and gearbox tunnel,” Josh says. “Using my dad’s car again as a reference, I removed a small section of metalwork at a time, mindful that I wanted enough room to carry out routine maintenance later on.”

Once the engine and ’box had been bolted into place, Josh got to grips fabricating an appropriate bulkhead panel and gearbox tunnel and he was keen to ensure both of these looked the part.

“With a lot of help from a good friend, Andrew Donner, we started making the bulkhead section 5 inch deeper than standard then folding our own gearbox tunnel to suit,” Josh says, “I reckon it turned out really well and the tunnel was especially important as its one of the main focus points of the interior.”

With fresh engine bay paint by another good friend, Lewis Mellor and cleverly hidden wiring by Michael Wallhead, the

105E axle is well up to the job, with Josh making his own tramp bars.



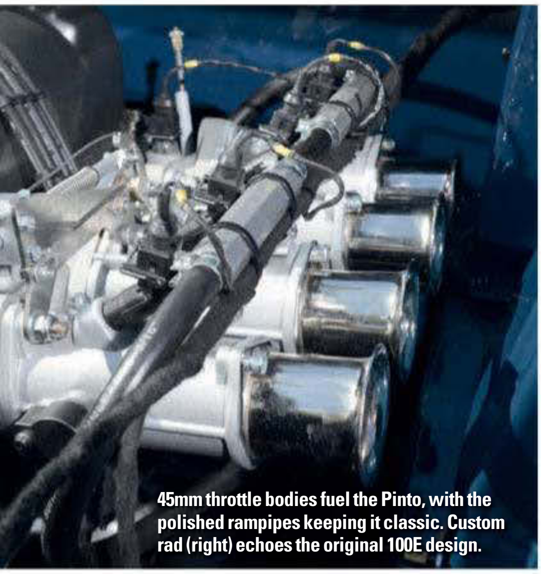
Pinto install looks super-neat and is a big step up from the original sidevalve motor.

rebuild could gradually begin. “I was eager to get the car back on its wheels,” Josh smiles, “and for the suspension I opted to use Capri struts with Gaz Shocks inserts on the front with Gaz coil-overs and 175 lb springs at the rear.” Along with an Old Ford Autos anti-roll bar kit, plus M16 callipers and vented discs, this 100E handles and stops as well as it goes!

Wonder wheels

When it came to wheel choice, Josh was undecided to go for Minilites or banded steels the last time we met, but the alloys won out. “Getting the stance right was a major factor in the build,” Josh says, “as the front track was already wider than standard, I didn’t want the front wheels to stick out further than the rears, but with help from another friend, Jon Gregson, we tried out five different sets of rims with different offsets until we found the combination that worked best.”

The result is just what Josh was aiming for, a perfectly-stanced and truly stunning 100E that’s a total blast to drive. But, let’s face it, we never expected anything less! CF



45mm throttle bodies fuel the Pinto, with the polished rampipes keeping it classic. Custom rad (right) echoes the original 100E design.

Tech Spec

Body

19?? Popular 100E Deluxe, restored, reworked bulkhead and transmission tunnel. **Paint:** Winchester Blue

Engine

2-litre Pinto, 205 block, Speed Freaks bottom end, ported and polished head, oversized pistons, Piper 285 cam, 2.25 inch manifold, lightened flywheel, Mk2Mania throttle bodies, Emerald K3 ECU, alloy radiator, Old Ford Autos crossmember, distributor blank, custom loom and hidden wiring, custom bulkhead, custom exhaust fabricated by Josh

Transmission

Type-9 gearbox, MX-5 hydraulic slave cylinder, Anglia 105E English axle

Suspension

Front: Capri front struts with Gaz Shocks adjustable inserts, Old Ford Autos anti-roll bar kit, Escort steering rack, power steering. **Rear:** Gaz Shocks coil-overs, 175 lb springs, custom anti-tramps bars

Brakes

Front: M16 callipers and vented discs. **Rear:** 9 inch drums

Wheels and tyres

7x13 (ET0) and 8x13 inch (ET-6) Minilites, with 175/50R13 and 185/60R13 tyres

Interior

Retrimmed blue vinyl seats, three-spoke one-piece steering wheel

Thanks

Mike Wallhead, Jon Gregson, Lewis Mellor, Andrew Donner, Will Wohmack, Danny Cleghorn, my dad Stan, all the lads at King St Motors for help and advice, and especially my son, Harry for always wanting to help and get involved and Laura for always putting up with it

SEASONS CHANGE

The last big outdoor Blue Oval event of the season, FordFest at Mallory Park Circuit sees out what's been a brilliant summer of shows. Here are the classic highlights.

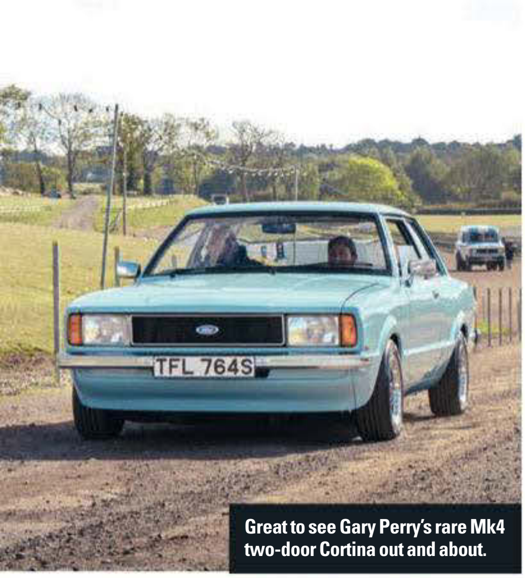
Words Simon Woolley **Photos** Matthew Pitts

FordFest may have made a welcome return to the Blue Oval show calendar last year, but the weather certainly wasn't happy about it, with some pretty challenging conditions on the day — to put it mildly. Thankfully, after much crossing of body parts in the week leading up to the show, the sky played along, and Mallory Park was given a bright, sunny and fresh day. Thank Ford!

Being so late in the season (with just the massive Fordmeet gathering at Squires the week after), FordFest is in a pretty unique position, but the Mallory Park venue ensured that there was action on the impressive circuit all day, and the relaxed atmosphere ensured it was a hugely sociable, and enjoyable, affair. With several big anniversaries to celebrate (20 years of the Focus ST, 40 years of the Sierra Cosworth, 45 years of the Mk3 Escort, 50 years of the Mk2 Escort and 60 years of the Transit… phew!), there was much to check out, and that was before you got to all the club displays, Street Elite show and shine and Special Display parking.

We'll be back with a dedicated stand at the Classic Motor Show, firmly indoors at the NEC, in November, but in the meantime enjoy Matt's photos from what we hope will become a regular part of the show calendar once again.

CONTACT
FordFest
www.fastcar.co,uk/fordfest



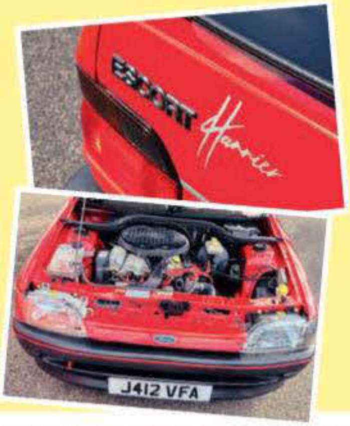
Great to see Gary Perry's rare Mk4 two-door Cortina out and about.

LIKE YOUR CAR!

PAUL PHILLIPS
MK5 ESCORT HARRIER

Ricky Ferris' LS-powered Capri was flying on the track... until the noise meter got the better of him.

Wow, here's a real rarity. Back in 1992, the Harrier name was brought back for a brief time for the dealer-only special edition Mk5. We haven't seen one for decades and neither had Paul, but when this example popped up for sale in 2012, he couldn't resist taking it on. "It had been really well looked after," says Paul, "and I actually used it as my daily for a while, but then started to feel guilty so put it away until I could give it the attention it deserved." This involved having the sills carefully repaired and repainted on both sides and the wheels stripped and powercoated. "I also had the Harrier decals and side stripes remade — a local graphics company did a superb job of this. The car is really original, and even came with lots of optional extras like the headlamp protectors. I love it."



Ex-works Safari Mk1 Escort was superb.

Parade laps gave some unusual Fords the chance to drive the Mallory circuit.

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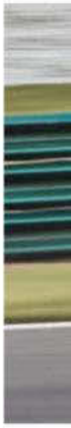
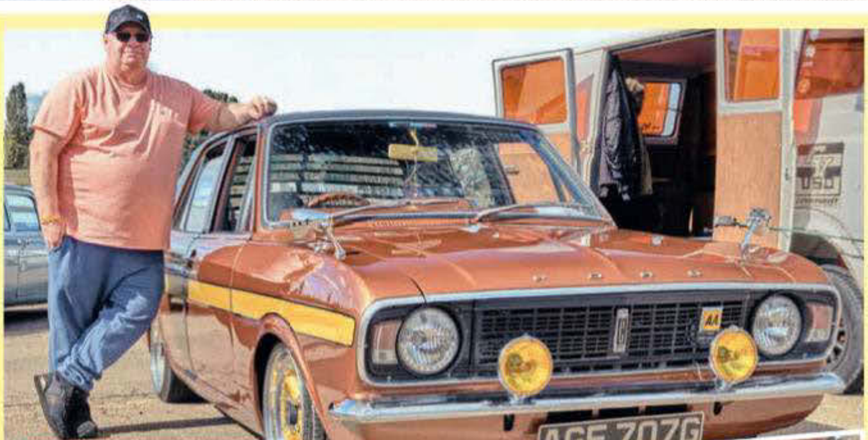
GOODYEAR
PENTOSIN
Shell
DENIM
DUCKHAMS

Steve Harding must take home the award for most shows attended in 2025 — he's been everywhere!





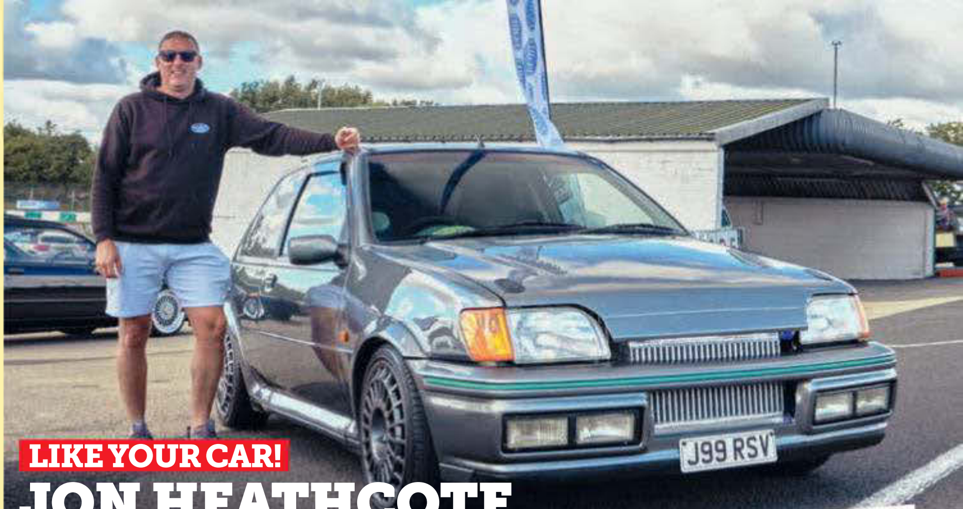
LIKE YOUR CAR!

JAKE MCCONNELL
MK2 CORTINA

We first met Jake and his Mk2 Cortina at FordFest when it was at its first location, Santa Pod, around 10 years ago, and it's great to see that not only does he still have the car, but it's steadily evolved in all that time. "I've owned it for nearly 20 years," says Jake, "and have put so much work into it. It was running a Crossflow when you first saw it, but it now has an ST170 conversion and steering rack set-up courtesy of SzantoSport, while Arrow Engineering brought the English axle up to Atlas spec. The wheels are always changing to, but I'm quite into the current set — Revolution split-rims — always with gold centres. I'm upgrading the dash with digital gauges at the moment — I had thought about selling the car but I'd be daft too, really, so it's coming off the road for a full rebuild soon.

ABOUT MALLORY PARK

A former RAF base, Mallory Park first opened as a race track in 1956, and quickly gained a reputation as a demanding circuit thanks to its fast but twisty 1.35-mile layout. The circuit has played host to all manner of race championships in its 62 years, from Formula One to the British Superbike Championship, as well as the British Saloon Car Championship from the '60s through to the 1980s when the Escorts, Anglias, Capris and Falcons dominated the series, and has always been a firm favourite with race fans and thanks to its amazing spectator viewpoints.



LIKE YOUR CAR!

JON HEATHCOTE
MK3 FIESTA

Believe it or not, Jon's stunning, Mercury Grey Fiesta RS Turbo-style van didn't start out as a van… it was converted into one around 20 years ago and got the full RST treatment at the same time. Jon picked it up around three years ago and immediately started putting his mark on it — swapping the existing Escort Cossie rims for these oh-so-period Compomotive THs, and dropping in a Mk1 Focus RS engine with T36 turbo, along with a whole host of other mods, to give a very useful 256 bhp at the wheels. Part of the Ford Fanatics club stand at the show, Jon's Mk3 was doing them proud and we look forward to seeing him develop the van further.

Numberplate on the sunstrip? Well, it works!

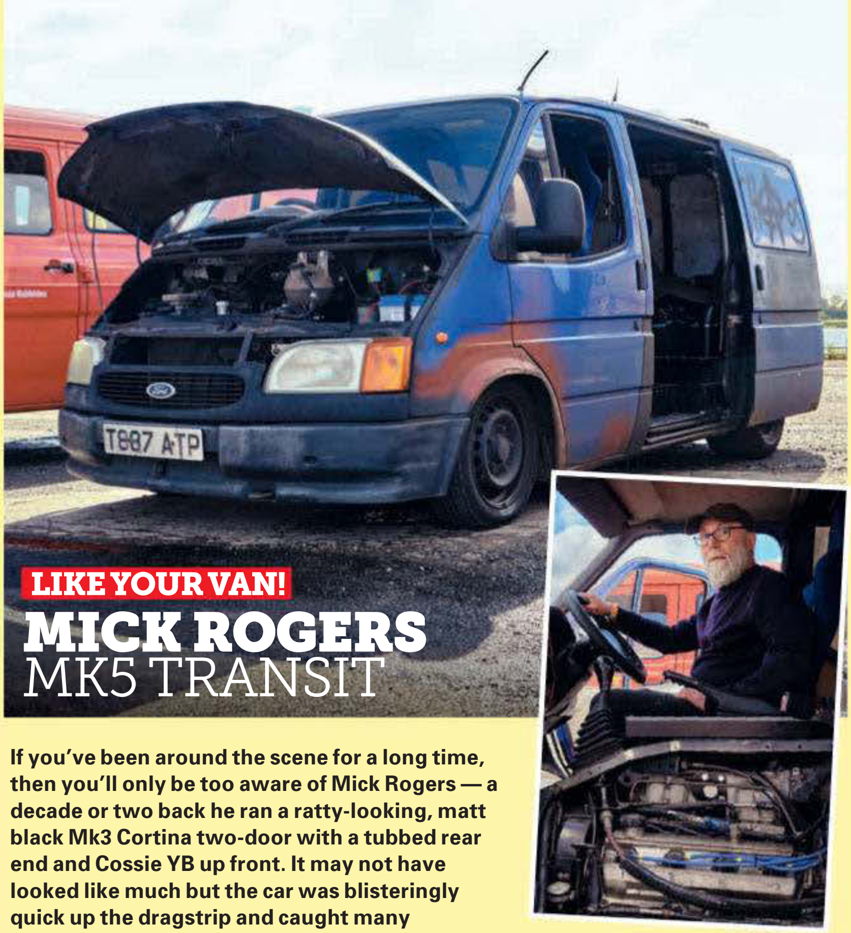
Hats off to Rik Powell for winning Car Of The Show with his 16-valve Mk1.

We love the fact that mid-2000s Fords are now getting the attention they deserve — with help from Ross Fraser, Charlotte Proctor's Mk6 Fiesta Zetec S has recently been given a full underside restoration.

Flying the flag for Mk3 hightops in the Transit 60th anniversary display, Brendan, Lisa and Patrick Molloy brought their super-clean example over from County Mayo in Ireland for the weekend — a round trip of some 1200 miles!

THE AWARDS

Car Of The Show
Rik Powell, Mk1 Escort
Best Built Not Bought
Kevin Sammut, Mk1 Fiesta
Best Interior
Ciran Carton, Anglia 105E
Best Wheels
Jake McConnell, Mk2 Cortina
Best Engine
Chris Rose, Escort RS Turbo



LIKE YOUR VAN!

MICK ROGERS MK5 TRANSIT

If you've been around the scene for a long time, then you'll only be too aware of Mick Rogers — a decade or two back he ran a ratty-looking, matt black Mk3 Cortina two-door with a tubbed rear end and Cossie YB up front. It may not have looked like much but the car was blisteringly quick up the dragstrip and caught many unawares. Now Mick is back with another sleeper — his old works van which he took off the road to repair and got carried away. With new chassis rails mounted 5 inches further into the shell, the van sits super-low but the biggest surprise is what (or what isn't) under the bonnet. Gone is the banana engine, in fact the engine up front has gone completely and Mick has mid-mounted a 1UZ-FE — the turbocharged 4-litre V8 from Lexus — he picked up for £500. The engine is matched to a Tremec 'box while the axle is Ford 9 inch while those rear wheels are from a Jeep. Mick confirms that the van drives really well, and just like the Cortina, he has no plans to tidy up the exterior!

Mk2s and Mk3s line up for the Escort anniversary display.

There can't be many UK circuits that have a lake smack bang in the middle...

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CORTINA SUPER

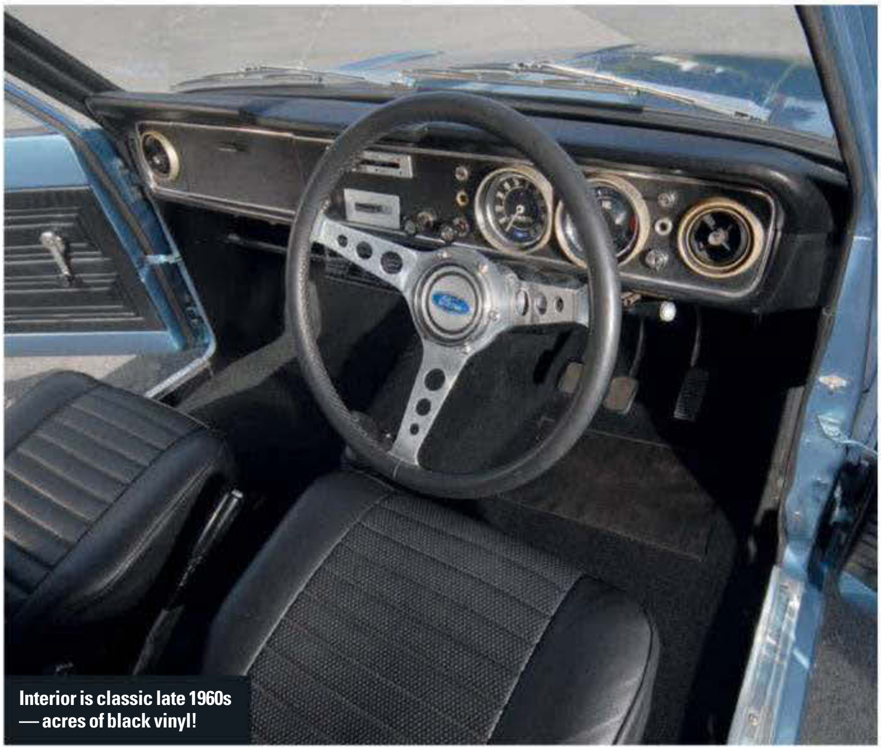
Ford Heritage: Having been involved with the motor trade since 1960s, it's fair to say Gavin Whitehead possesses a keen eye for a good classic, and he found this 1970 Cortina 1600 Super in Miami Blue irresistible. It's easy to see why!

Words and Photos Jon Cass

When your dad brings home from work exotic machinery such as a Bristol 403, Mk7 Jag, an Alvis Coupe and a Citroen Big Six Avant, it would be hard not to become hooked on the whole automotive scene. This is the scenario Gavin Whitehead found himself in back in the 1960s, a decade when his dad ran a successful car sales pitch. "He mainly bought and sold everyday runabouts like Crestas, Cambridges and Morris Minors, but the high-end cars fascinated me the most," recalls Gavin. There was one exception which boiled down to any car that wore a blue oval badge. "I just loved the Zodiacs, Zephyrs and Consuls and of course, the Anglia 105E," he smiles, "and I was quite partial to a Cortina, too!"

After passing his driving test, Gavin drove around in a split-screen Morris Minor and ended up making his way through a further three Moggies in the following years. "I saved up and got myself a Triumph Vitesse, but I was determined to buy myself a Cortina 1600E," Gavin smiles. "This was a car I'd always admired, and I managed to buy a 1968 example in 1971." This was a case of ambition achieved in record time, but the enjoyment was short lived. "I was forced to sell my pride and joy as I'd got married and we needed the money for carpets and central heating in our new house," Gavin recalls.

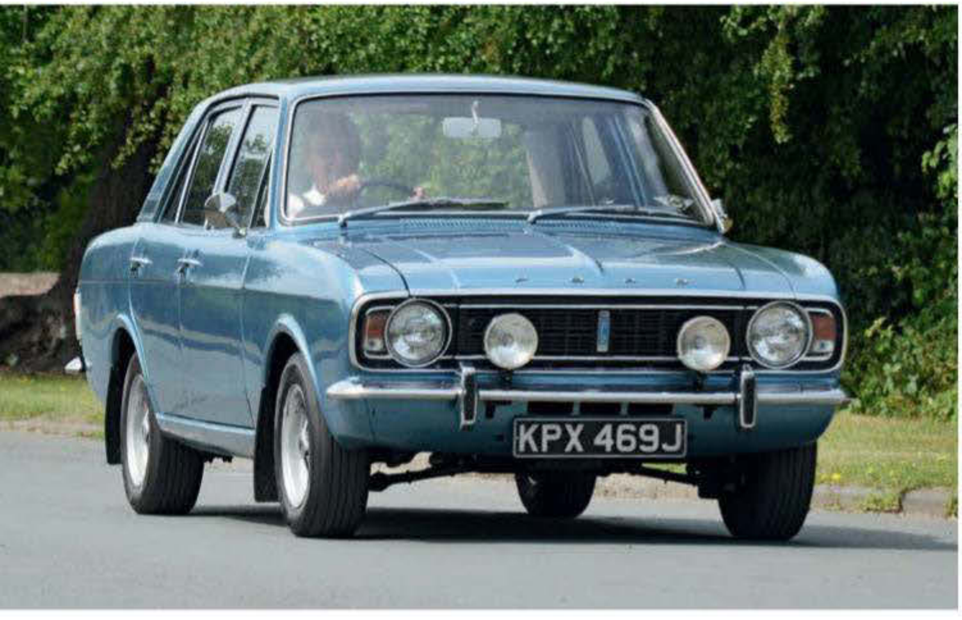
Within two years, Gavin was now working nights at a local newspaper which was far from ideal, but it did leave him lots of spare time during the day. "I decided to take a leaf out of my dad's book and opened a car sales pitch



Interior is classic late 1960s — acres of black vinyl!

which became very successful," he says, "and much of my stock was former company cars, many of which were Fords." The popular favourites of the day such as Mk2, Mk3 and Mk4 Escorts, Mk4 and Mk5 Cortinas along with Granadas were all big sellers and Gavin continued with this venture for 17 years. "I finally decided I wanted a change and packed in buying and selling cars and moved on to property investment instead," Gavin explains, "but I would never lose my interest in the cars I'd been involved with for so long."

By the late 1990s and early 2000s, the exotic cars Gavin's dad had brought home had evolved into valuable classics and in 1998 Gavin bought himself a 1952 Sunbeam Talbot 90. "This was my first dip into the classic car scene, and I went on to own a variety of other rarities in quick succession." Yet, none of these seemed to quite hit the mark and Gavin eventually had to admit he still missed that Cortina 1600E he'd sold all those years ago. "I guess those fond memories of that car had never left me," he adds.



Super thing

Fast forward to 2022 and Gavin decided to pay a visit to a well-known classic car auction house. "A Mk2 Cortina in a rare, 1970-only shade of metallic blue caught my eye," he remembers. "It was surrounded by other potential buyers also having a good look round and soon I found out why." The late-model, J-registered 1600 Super was simply stunning, especially with those Rostyle wheels and 1600E steering wheel. "It wasn't quite the 1600E I'd been after, but to the untrained eye the differences were only minimal," Gavin smiles. "I was determined to win the auction and thankfully I was successful."

After waiting so long to be reunited with a Mk2, Gavin was left far from disappointed with his new purchase. "I was pleased to discover that immaculate bodywork wasn't hiding any surprises," he says. "The car has never been welded which is quite rare for any old Ford of this era." That huge bonus is no doubt mainly thanks to a caring previous owner who kept the car garaged. "The paintwork is more recent but the extensive respray has been completed to a very high standard," Gavin adds.

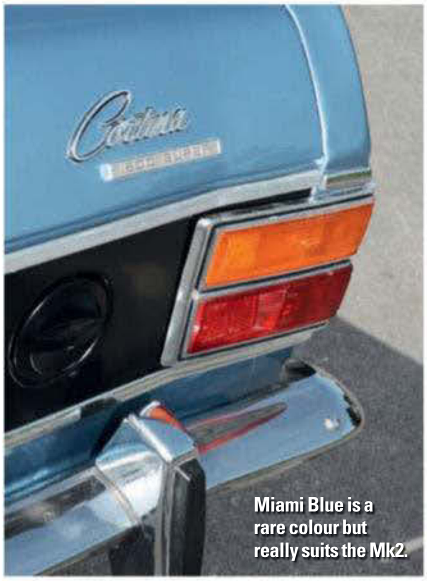
While the Cortina's next keeper didn't keep the car for long, he did carry out some long overdue repairs in the mechanical department, another huge bonus for Gavin. This included fitting new rear springs, diff bearings, pinion bearings and oil seals along with replacing →

"THE CORTINA HAS NEVER BEEN WELDED WHICH IS QUITE RARE FOR AN OLD FORD OF THIS ERA"

KEEPING FIT

LOOKING AFTER THE MK2

Ford produced over a million Mk2 Cortinas, but just like any other mainstream car of that era, relatively few survive. This makes Gavin's late-model 1600 Super in this fetching shade of Miami Blue an especially rare car, so it's no surprise he was keen to continue the high level of maintenance just like the previous caring owners. This included rectifying and lubricating or greasing many of the suspension and braking components that had begun to develop annoying squeaks and rattles along with replacing the front struts, bushes, wheels bearings and track rod ends. All the work was carried out by the highly-experienced specialist, Trevor Hill at Classic & Iconic Cars near Leeds and this has helped to preserve this stunning Mk2 Super for many years to come.



Miami Blue is a rare colour but really suits the Mk2.

“THE MK2 DRIVES JUST LIKE NEW WITH NO UNWANTED NOISES”

the seals for the crankshaft and gearbox. “He also overhauled the brakes, rebuilt the steering box and fitted overriders as well as replacing the standard steel wheels with the more-desirable period, Rostyles,” Gavin points out.

This was all good news for Gavin, and he certainly had no complaints about the Super’s plush and unmarked interior either, but a few annoying niggles still required sorting.

“I could tell the front suspension was tired amongst other things,” Gavin says, “so I sent the car to Trevor Hill at Classic & Iconic Cars for the required work.” Trevor went on to work his magic by fitting roller bearing top mounts, new bushes, rebuilt front struts, wheel bearings and brake pipes along with flushing the engine, recoring the radiator and refurbishing the thermostat. “Trevor went through the car with a fine-tooth comb and even had many of the chassis components powdercoated,” Gavin smiles. “The underside now looks immaculate too and it drives just like new with no unwanted noises”

And you’ll be pleased to hear Gavin is taking advantage of all that hard work and plans to keep driving this spotless Mk2 at every given opportunity! CF

Lifelong Ford fan Gavin is chuffed with his Super purchase.

The 1600 Crossflow is super-quiet.

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ClassicFord

Ultimate Stance, October 26
Photo Adrian Brannan

OCTOBER
23 24 25 26 27 28 29 30 31
NOVEMBER
1 2 3 4 5 6 7 8

OCTOBER

Halloween Action Day
October 25
Castle Combe Circuit, Wiltshire UK
www.castlecombecircuit.co.uk

Ultimate Stance
October 26
Telford International Centre, Shropshire UK
www.ultimate-stance.co.uk

NOVEMBER

Rallye Prescott
November 1
Prescott Speed Hillclimb, Gloucestershire UK
https://www.prescotthillclimb.co.uk/event-details/rallye-prescott-4

Classic Motor Show
November 7-9
NEC, Birmingham, UK
www.necclassicmotorshow.com

Newark Autojumble
November 16
Newark Showground, Nottinghamshire UK
www.newarkautojumble.co.uk

CF **Classic Ford January issue on sale**
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Roger Albert Clark Rally
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www.retromobile.com/en

Race Retro
February 20-22
Stoneleigh Park, Warwickshire UK
www.raceretro.com

Newark Autojumble
January 25
Newark Showground, Nottinghamshire UK
www.newarkautojumble.co.uk

Classic Car & Restoration Show
March 20-22
NEC, Birmingham UK
www.necrestorationshow.com

83rd Goodwood Members' Meeting
April 18-19
Goodwood Motor Circuit, West Sussex UK
www.goodwood.com/motorsport/members-meeting

Drive It Day
April 26
Various locations across the UK
www.driveitday.co.uk

Classic Ford Show
May 10
South Of England Event Centre,
West Sussex UK
www.classicfordshow.co.uk

Le Mans Classic
July 2-5
La Sarthe, France
www.lemansclassic.com

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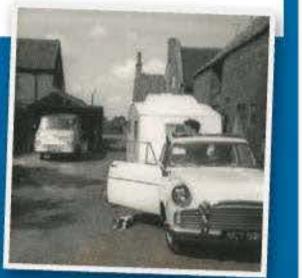
YEARS AND YEARS

PARTING SHOT



Being of a certain age I found the lovely old black and white picture particularly compelling this month (Parting Shot, October 2025 issue). The caption states that the picture of the cars outside Hargood Motor Sales was taken in 1958, but I will take issue with that attribution, if the cars devoid of numberplates are indeed new?

The Consul Mark 2 on the left is from the 1957 model year, so of a spec discontinued in September of that year. Such can be inferred from its having the chromed brass decorative cover over the B-pillar plate, put there for that year to cover the welded-up groove left by the attachment of the roof in production. This groove had been lead-loaded previously from the introduction of the Mk2 range in February1956, until the 1957 models came out in that September. A double benefit for Ford; smarten up the appearance and save on skilled labour spent filling and smoothing out the groove prior to painting!

The Zephyr at the other end of the line carries the egg crate grille unique to the Zephyr and again confined to the February 1956 to September of that same year, period.

Trivial points you may say, but ones which do suggest the picture having been taken a year or so earlier than the 1958 stated. Maybe I should apologise for my pedantry, but if you will show such delightful old pictures, then surely the photographer and the lovely cars deserve nothing less than they be enjoyed and scrutinised some 70-odd years on?

Here's 20-year old me in 1967 with my beloved 1958 Zodiac convertible, body number 206E 130160, registration number NCT 921. I put an engine in it from a Mk3 from a scrapyard I worked in at the time. Does anyone know its fate?

Nigel Stennett-Cox
UK

Fiesta found

Grafters
BACK TO FRONT

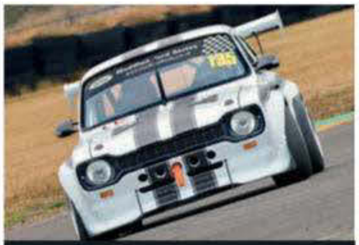
I was just reading the September issue and to answer your question in 'Back In The Day', no my Fiesta isn't finished. In fact it's been on hold due to personal circumstances, building the business and building my Mk2 Escort. However, I dragged it out of hibernation recently and started on it a couple of weeks ago, but plans for it have changed quite a bit, and I'm currently reducing it to a bare shell for a complete revamp.

Jason Pillar
Jason Pillar Classic Cars

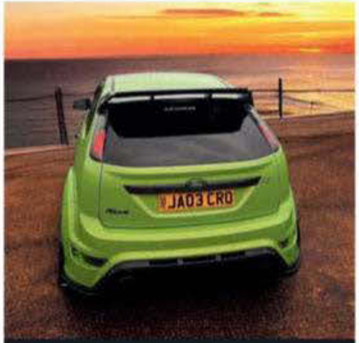
YOUR PHOTOS

Cars, roadtrips, shows, tattoos... share your images right here.

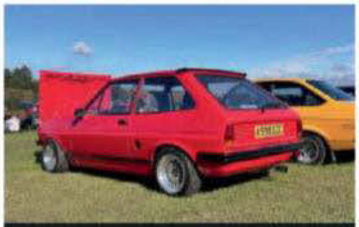
Email hi-res images to classicford.ed@kelsey.co.uk or post them up on our Facebook page.



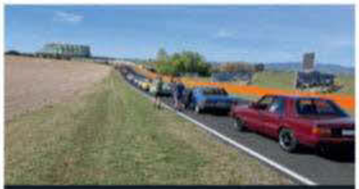
Phil Newell: the CNC Heads sports/saloon cup BARC meeting at Trac Mon, Anglesey.



James Crockett: sunset state of mind.



Lewis Wilcock: that's show season done and dusted for another year.



David Pretyman: 150 Cortinas doing laps of Bathurst circuit.

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Mega show cars issue

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CF TECH

Contents

76 **How to:** fit Group 4 arches
Step by step guide to going wide

80 **The specialist:** Longstone Tyres
Behind the doors of the classic rubber gurus

84 **Our projects:** Mk3 Escort
Has Ade bought another project?

88 **Our Projects:** Anglia 105E
Jason's Anglebox build moves along

90 **Expert Clinic**
Problem with your Ford? We can help

SAFE TECH

When working on cars and using tools of any kind — especially power tools — always use protective gear: goggles, gloves, ear defenders, masks and a decent set of overalls are essential. A fire extinguisher is also advisable.

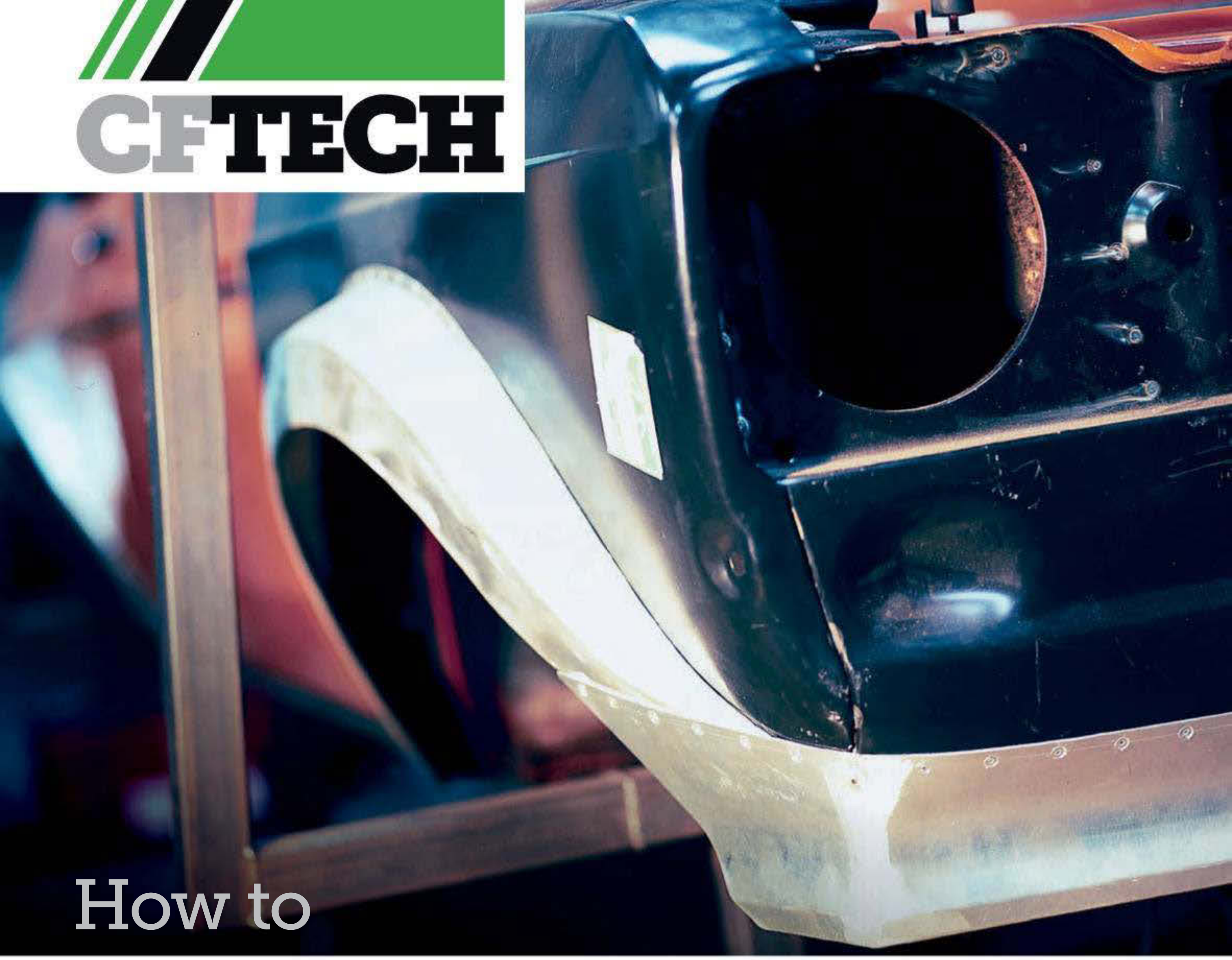
Never work under a car without supporting it with axle stands and if you're not completely confident of your ability to complete any task safely, leave it to the experts.

The A B C of tuning

W is for... Weber carbs

Ford and Weber go together perfectly. Which is why if you want any sort of performance out of your classic Ford, nine times out of 10, it will involve a Weber carburettor — or two, or three even. All Weber carbs are designated by a series of numbers, then letters, then quite often, more numbers. The first set of numbers is called a prefix, the second set, a suffix. The letters in between are the first letters of Italian words, but not always. The prefix always indicates the size of the throttle plate. For example, the 40 DCNF and 40 DCOE both have 40 mm throttle plates. The rule that the prefix refers to throttle bore diameter is only one of two surefire rules in Weber nomenclature. The other is the jet-numbering convention described later. The letters immediately following the prefix refer in Italian, to the general type of carb. 'DC' means doppio corpo, or double-throat; 'V' means verticale and 'O' means orizzontale (vertical and horizontal, respectively). The 'I' in IDA seems to mean invertito, or inverted. Yet, there are no up-draft, or inverted Webers: the IDA is a downdraught carburettor. Other single-letter designations are 'V' — carb with a power valve and 'A' — water-operated automatic choke.

Any numbers following the letters are variations of the basic type: the 45 DCOE9 is a variation of the 45 DCOE. This makes for a manufacturing nightmare, and as a result, in many cases Weber now makes just one carb but supply all the parts to turn it into your particular version.



How to
FIT GROUP 4 ARCHES

Fitting much wider wheels on your Mk2 Escort, or recreating the classic Group 4 rally look? Here's how to fit a set of Tarmac arches.

Words and Photos Matt Black

When it comes to wider rubber on an Escort, you don't have much choice but to fit a wide set of arches. The choice available is good. Bubble arches on a Mk1, Series-X arches on a Mk2, Cologne arches, Group 4... But which Group 4 — forest or Tarmac?

We're going to show you how to fit a set of alloy Tarmac arches to a Mk2 Escort. Fitting these arches isn't particularly difficult since they're simply riveted in place. All you do is mark out the arches, cut the excess material from the panel behind and rivet them in place.

However, there's more to it than that. We're also fitting a front alloy bib-spoiler, the position of which is critical in determining where the rest goes because one flows into the other. Get that right and the rest falls into place. It's all down to proper planning, measuring, mocking it up on the car and general fiddling, way before any cutting takes place.

The back arches are a different story because the area is double skinned. Lay the new arch over the old and cut away the area behind, exactly the same as the front. Fill the gap left between the outer skin and the inner wheelarch with new sheet steel — make card templates and transfers the shape to sheet steel, then welds it in to fill the gap.

Weld with caution — wade in with too much heat for long lengths of weld and you'll buckle the sheet steel forming the rear quarter panel. This is difficult to avoid so do short bits at a time, working at opposite ends of the arch. Leave plenty of time for cooling!

If you've done bodywork before, all it takes is patience. If not, here's what's involved.

Info

How much?

Pair front arches: **£144**

Pair rear Tarmac arches: **£191.40**

Group 4-style front spoiler: **£75**

Contacts

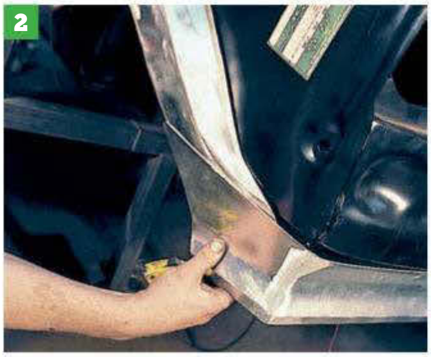
Rally Design
www.rallydesign.co.uk

Retro Ford
01536 204823
www.retroford.co.uk

1

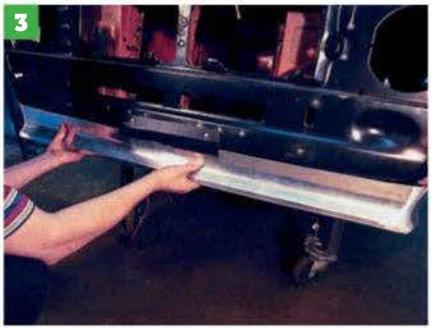
Most arches available are pretty well made and fit, although it's worth buying from a reputable supplier. But, the process isn't like replacing a Mk2 Fiesta wing; some fitting is required.

2



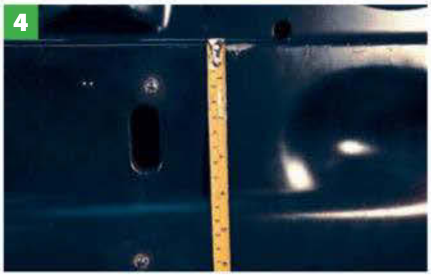
First thing to do is have a trial fit and see where each piece goes in relation to the others.

3



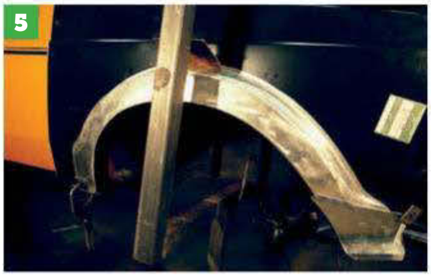
At the front the critical part to get right is the front spoiler, which if it's made right should determine roughly where it goes by itself...

4



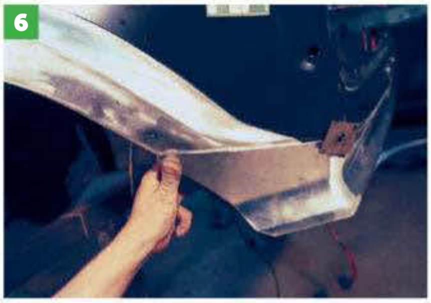
...however, we find a convenient seam to measure from and makes careful alignment calculations to get things level and straight — the last thing you want is a pissed spoiler or one arch higher than the other.

5



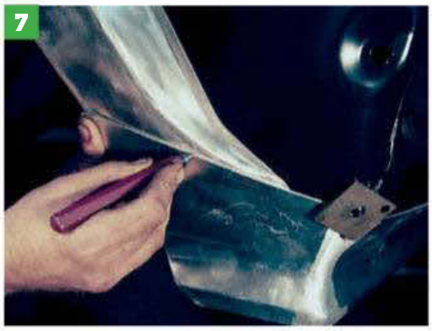
You can see that we've clamped the arch in place at the back edge, in the centre at the top, and temporarily fixed the spoiler in place at the front with a small section of sheet steel and a self tapper.

6



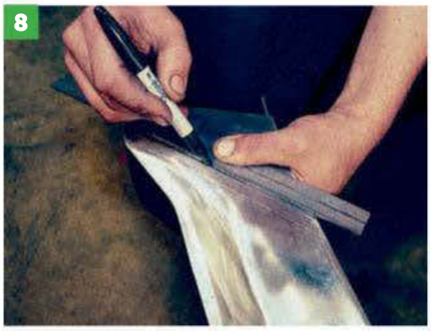
Now we're happy with the position of the front components and checked them both for measurement. Visually, you'll notice that the front spoiler overlaps the side arches.

7



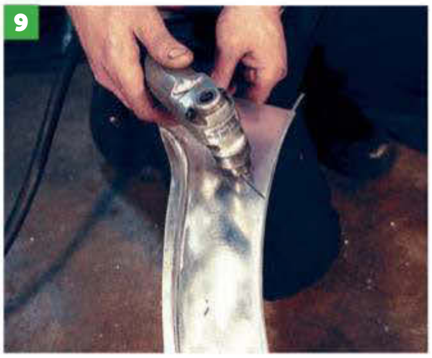
This section needs trimming so we scribe the overlap and then remove the spoiler from the front of the car.

8



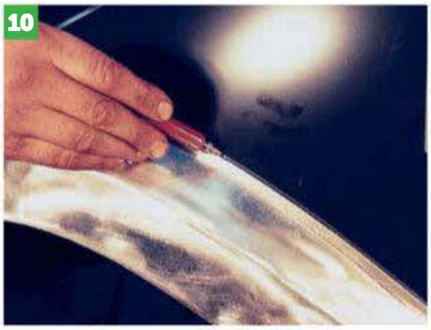
Again, before any cutting, mark another line 10 mm below the one just scribed — this allows material to be riveted to.

9



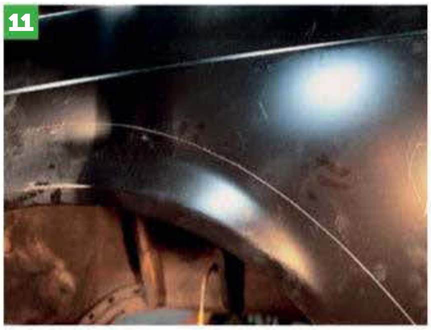
Then cut the excess material off the wheelarch section with a set of air nibblers.

10



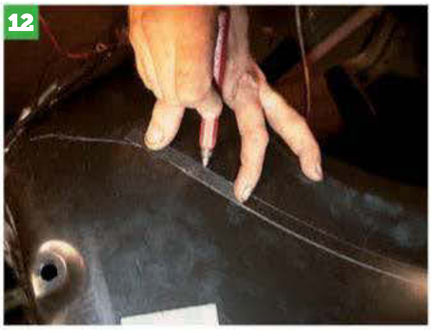
OK, this bit is out of sequence because while the whole lot's mocked up, we also mark on the wing the position of the arch to be fitted.

11



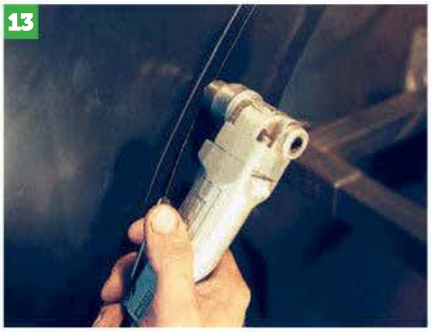
Again, once the arch is removed, the line should be visible. However, a flange is needed to provide an area to rivet to.

12



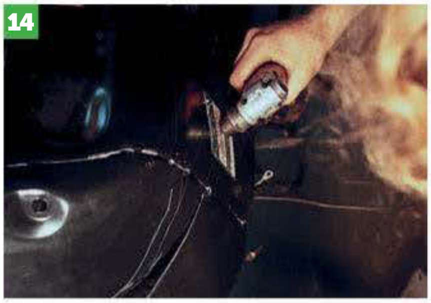
So using a short 10 mm wide section of scrap steel sheet, we draw another line below the top one.

13



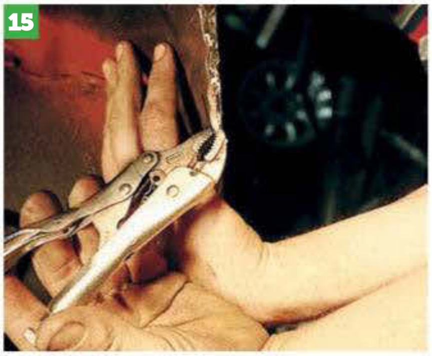
Next, it's out with those air nibblers again. Use them to cut the excess wing section off, to the bottom line.

14



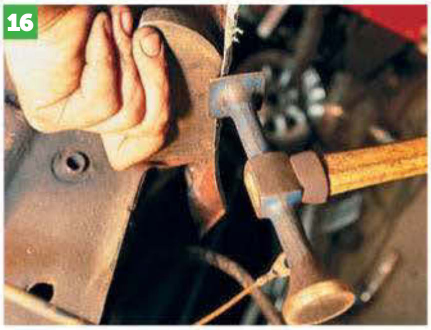
The line is continued into the valence because you can see the old corner once the alloy arches are fitted. Don't cut the excess completely off because it's a structural part of this section.

15



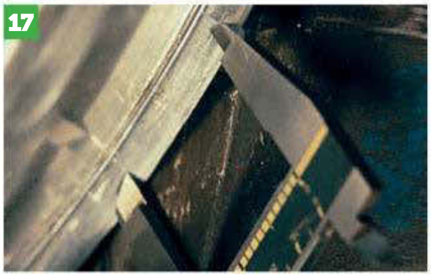
To finish the area off though, we roughly bends the lip up with vice grips and then...

16



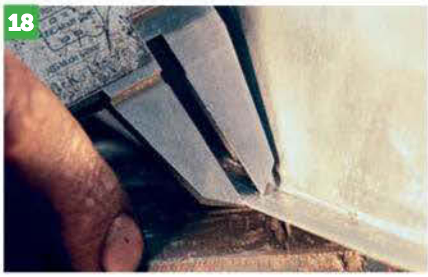
...dresses it with a dolly for a neat finished edge. Later on we'll use the same method to form a return to weld to on the back.

17



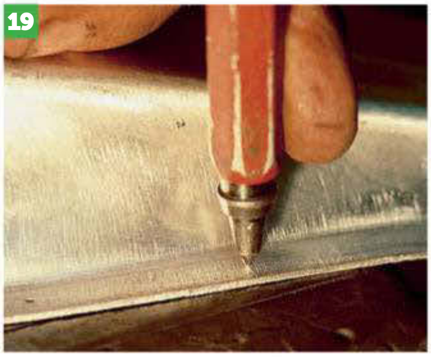
The next bit needs time to do properly — setting out the rivets. We've worked out that a gap of 40 mm between each one is ideal for this installation — it might be different for yours, so work it out! The best thing is to use old callipers.

18



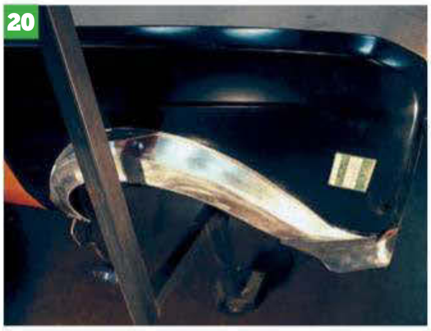
Next, divide the width of the arch's fixing flange in half and scribe a centre line across the marks you've just made — only a short line will do otherwise you'll get an ugly scribe line all around the arch.

19



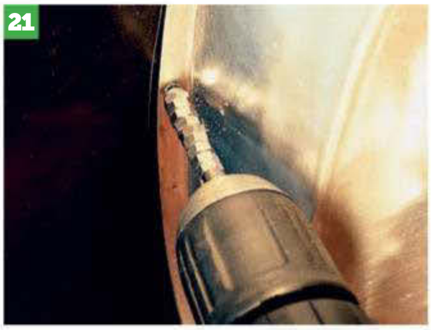
You should be left with a series of cross marks, the middle of which you can centre punch.

20



Next, fit the arch back onto the car and align it as accurately as possible. Choose a position — the centre's a good one...

21

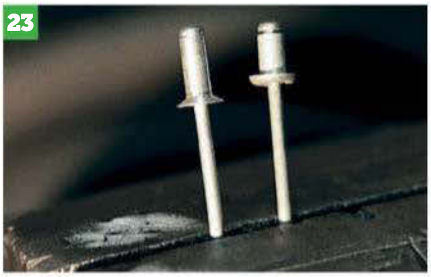


...and then carefully drill a pilot hole for the rivet, through the arch and the steel wing section behind.

22

You'll need to countersink the hole because...

23

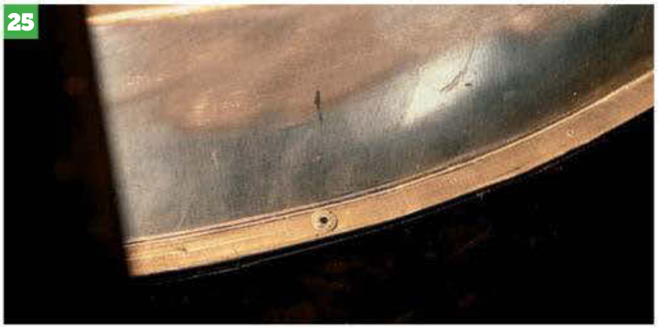


...the rivets used also need to be countersunk so that the heads finish flush with the surrounding surface. The one on the right is a standard rivet, which looks ugly, finishes proud and makes painting far more difficult.

24

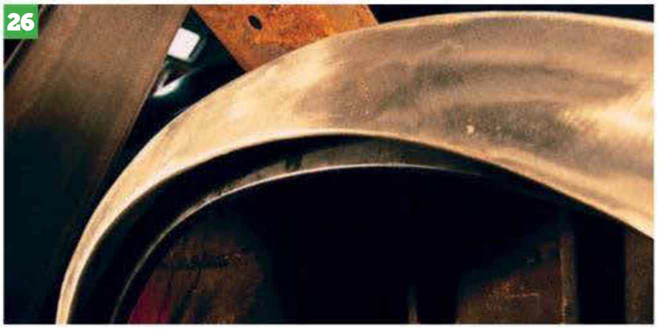
Proper riveting takes patience and practise to get the surface to fit flush and pull up flat — it might be worth practising first on some scrap sections.

25



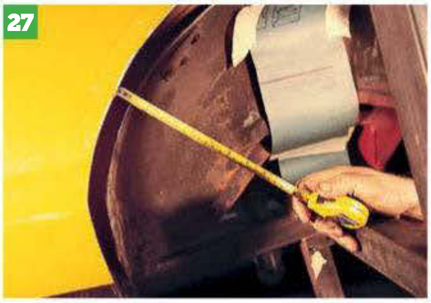
Get it right and it should look like this, which means you can go on to do the rest you've already worked out. However, work from the centre of the arch out, which keeps the arch flange flat.

26



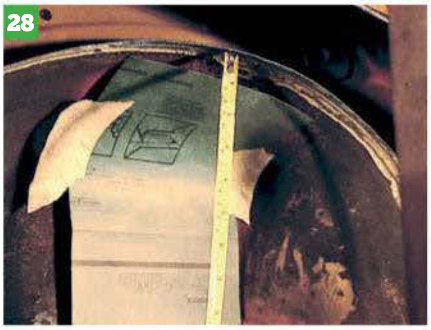
The back wing section's next, which involves similar line up — working from natural body seam lines helps to ensure accurate line up. You can see here the new arch overlapping the old one, which needs cutting away.

27



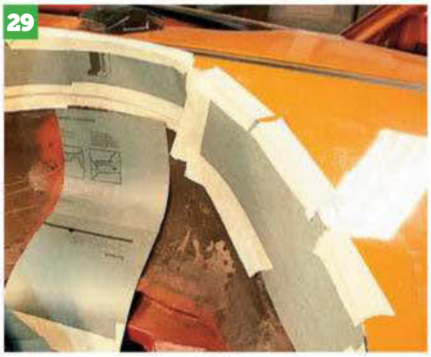
Once you've cut the arch and allowed an extra bit for riveting, as we did on the front, you can see that the side of the body no longer meets the inner arch.

28



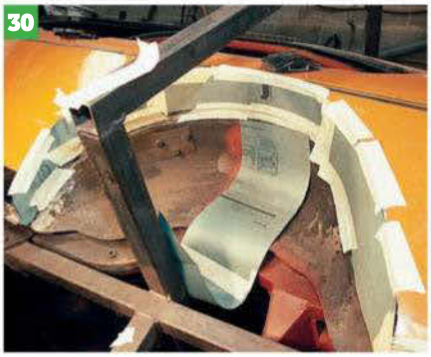
We're transposing the measurements from the outer wing to the inner, to give a rough shape and guide line to work to.

29



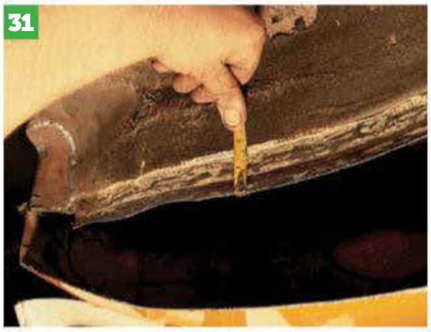
We then makes up the gaps using thin card as templates, taped in place until...

30



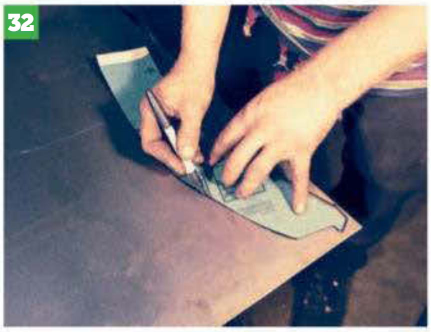
…we've worked his way all the way around the inner arch.

31



We've also allowed provision for 10 mm overlap, and mark out this out so that under seal around the area can be stripped.

32

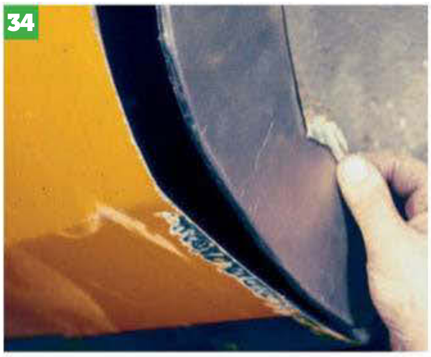


The card is then removed a section at a time and its position marked, then it's transferred to either 1 or 1.2 mm sheet steel and...

33

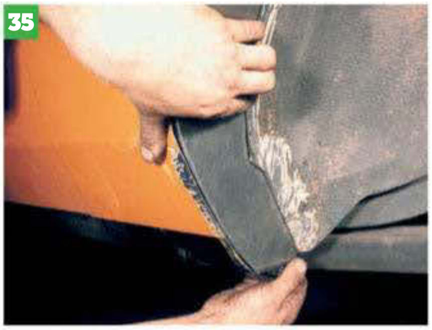
...cut out. A jigsaw works well although we're using a plasma cutter in this case.

34



Like earlier, it's best to form a return lip of 10 mm to create an area to weld to.

35



The section is then fitted back in place, carefully welded with extreme care and the arch riveted over the top as in the front section.

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THE SPECIALIST

LONGSTONE TYRES

Tyres are the most crucial component to keep your Ford firmly on the road yet some far more suitable than others. Longstone Tyres know which are best for your Blue Oval because there's more to it than just ensuring they fit in the wheelarches...

Words Mike Renaut **Photos** Adrian Brannan

Managing Director Dougal Cawley describes his position at Longstone Tyres as, "The boss, the expert, the head anorak. We're all anorak experts though," he admits with a laugh, "nerds about old cars. You have to be to retain all the information."

Dougal took over Longstone Tyres from Mike Hurst after Mike retired back in October 1999.

"Mike was into pre-War cars and sold tyres for them, along with running the vintage spares section for the Alvis Owners' Club. My family business dealt with lorries until I saw Mike was selling the business, I then worked alongside him for a while learning how it all operated. Once he retired I think I phoned him almost every day asking for advice or information."

Dougal certainly has a soft spot for older Fords: "I have a 1928 Ford Model A and I love Cortinas, I've had a few including a Mk5 with a Zetec and there's a grey Fergie tractor at home, too."

Before long Dougal began expanding the business. "We got the franchise for Michelin and Pirelli and started investigating which tyres were in demand but not available. The Michelin TRX is a good example; a Millimetric tyre fitted to numerous cars including the Granada.

"They're exceptional tyres and were proven in Formula 1 and on the WRC, but it was like Betamax versus VHS technology and the alternative non-metric tyres became the popular standard. Today we can still supply a variety of TRX tyres, including the 195/65R390 TRX for the Granada Ghia."

Knowing and advising on the correct tyre for a customer's car is the biggest part of the job for Longstone's five-strong sales team. "Someone will phone needing tyres for, say, their Escort Mexico and might want the absolute best tyre for optimum handling. But the next customer needs the original-spec, factory-fitted rubber for his concours Capri, while another just wants a cheap tyre that fits a Fiesta."

Bigger is better?

"There's a common misconception that the widest tyres you can find equals the best handling, but there are other factors at work and it's the same with swapping the original factory parts for a larger diameter wheel and a lower profile tyre. You have to consider what happens when a car

→

Dougal's been running Longstone for over 25 years, and like the rest of the team, has become an 'anorak' when it comes to classic tyres.

WHAT THEY DO

- Supply tyres for a wide variety of vintage, classic and modern vehicles
- Expert knowledge and advice
- Tyre fitting on site
- Help get obsolete tyres reproduced

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corners. Modern car suspension keeps the tyre flat to the ground maintaining contact across the full width of the tyre tread, older suspension systems lean the wheel so the car is cornering more on the tyre's rounded shoulder — the edge of the tyre — giving progressive handling. It's why modern tyres on classic cars tend to suddenly lose grip, while you can drive a classic car on classic tyres through a bend on and off the throttle because the tyre is designed for a car that leans in the corners.

"A modern tyre style is not the better option for a classic car. A wider tyre increases the load on the suspension and particularly the steering components in a way they're not designed for. As well as not having precise steering or progressive handling, it will dramatically increase the wear rate. Bigger wheels and wider low profile tyres are just dictated by fashion."

It's important too, to know what rubber was originally fitted. "Ford put a 205/50R15 Pirelli Cinturato P7 on the Series X Capri S, but switched to a 195/50R15 Pirelli Cinturato P7 for the 280 Brooklands," explains Dougal. "Either tyre will fit the cars, but they'll be a difference in handling and even the weight of the steering."

"Fatter tyres will often improve straight line grip pulling away or stopping in a straight line but there may be a compromise in cornering grip. A stiffened race car often makes a horrible road car. Modern suspension has much less travel, while fatter tyres tend to encourage tramlining and pull the car around, so you have to dial in some suspension castor to overcome

BACK IN BLACK

GETTING THE COSWORTH'S RUBBER BACK ON THE RACKS

Working closely with manufacturers means Longstone has the ear of companies such as Pirelli when it comes to getting once-obsolete tyres back onto the market. "We persuaded them to reintroduce the 205/50VR15 Pirelli Cinturato P7 that was fitted to various Cosworths," explains Dougal, "and more recently the 225/45YR16 Pirelli 700-Z for the Escort Cosworth. Obviously there is a lot of work involved and the tyre manufacturer wants to know the tyres will sell in sufficient numbers, the limited quantity batches naturally cost more to produce and that's often reflected in the retail price. I imagine we'll sell under 100 per year but it means once again they are available."

Longstone can — and do — ship tyres to classic owners all over the world.

“THE COMPOUND OF MODERN TYRES IS FAR BETTER THAN WHAT WAS AROUND 10 OR 20 YEARS AGO”

Pirelli is making classic performance tyres like the CN36 again — these 165R13s are suitable for the sporty 1960s/1970s Escort and Cortina range.

it. But now the steering has become heavy, so the owner adds power steering and probably removes some of the input feel — that can all usually be avoided by simply fitting the correct tyre for that car.

“That said,” continues Dougal, “the compound — the ingredients — of modern tyres and the technology that goes into them is of course far better than what was around 10 or 20 years ago. Computer modelling not only increases grip and water dispersion but reduces road noise too. Pirelli does a range of 13 inch tyres perfect for older Fords that offers modern technology with the classic original appearance — the carcass gives that original driving sensation with no sudden loss of grip. I love sliding old cars around; I had a welded diff in the Cortina and it’s great fun… I could drift with them because I had period tyre carcasses that suited its geometry. It wouldn’t have been so predictable and progressive had I fitted modern tyres.”

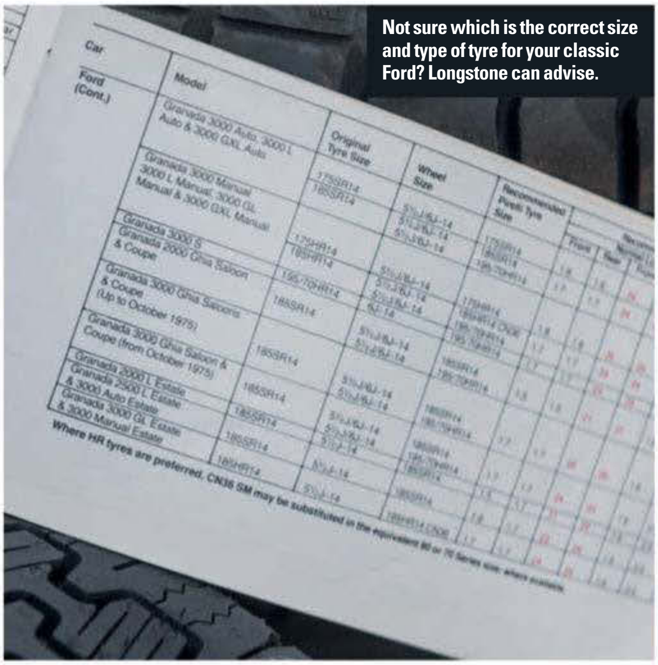
Cost effective

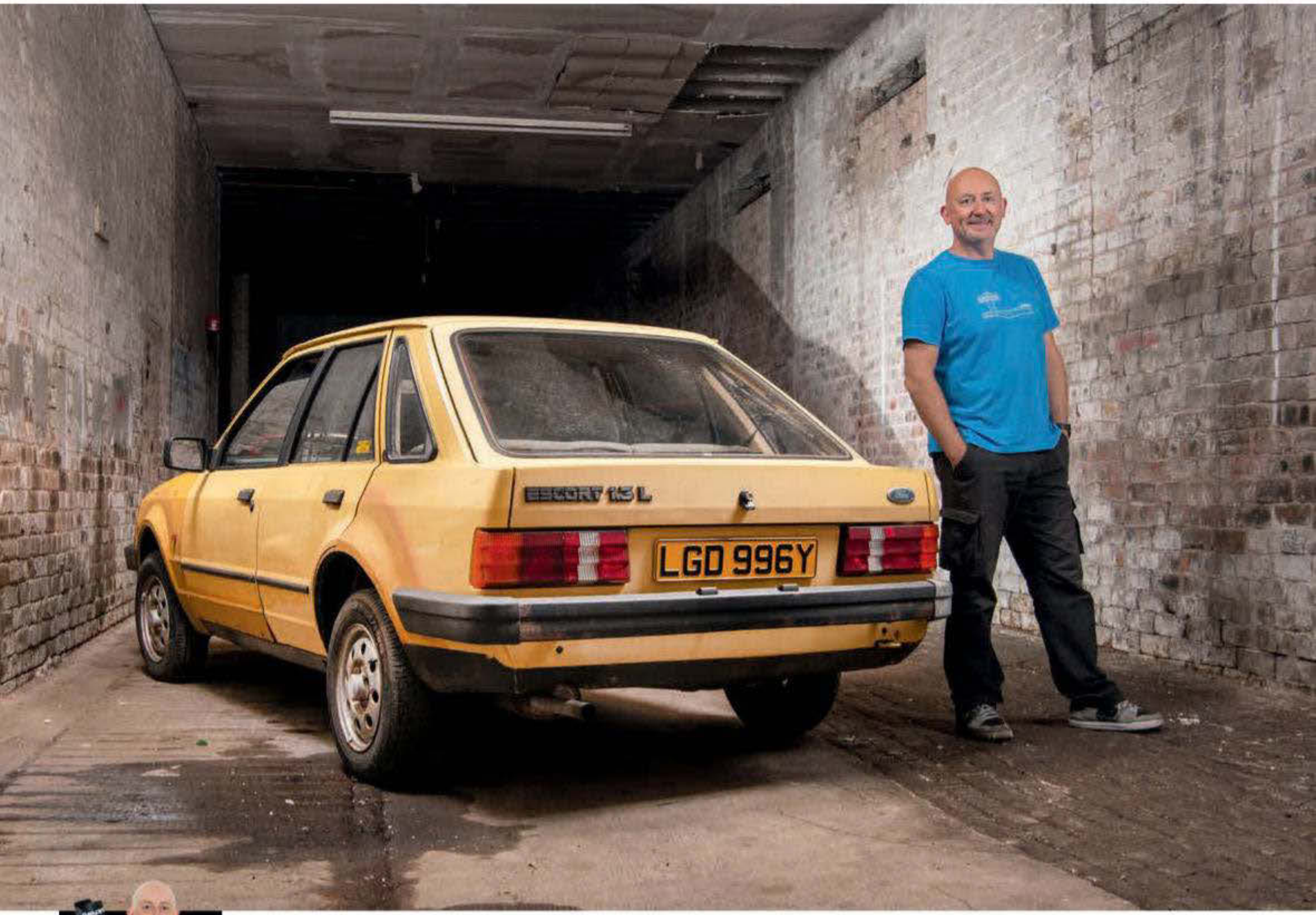
“Our bread and butter tyres for classic Fords includes 145R13 fitted to Escorts, Anglias and 100E Pops along with the 155/13 for Escorts and Cortinas. I feel Pirelli and Michelin are exceptional tyres and the Pirelli are certainly not expensive, we can sell a set of five 155R13 Cinturato for £480. We often do deals on sets — ring us up and have a haggle, we’ve tens of thousands of tyres in stock...”

That raises the question of longterm storage. “A tyre naturally deteriorates with use,” agrees Dougal, “but even if they’re being stored wrapped up in the attic the rubber will still break down over time. We’d always say to buy the tyres when you need them, not to store them in your loft for a few years. And when a tyre reaches 10 years old, change it.

“Tyre pressures are important too, our website includes period tables with details of the correct pressures and we’re always adding more. Remember if you have a, say, 185/70R13 tyre that recommends 30 PSI then you swap it for a taller wheel and lower profile tyre the volume of air inside is now much less and — theoretically — the correct psi should be higher.”

As to the future: “We’re seeing a rise in the popularity of cars from the 1980s to 2000s and we’re catering to that market now people are restoring those modern classics.” CF


Not sure which is the correct size and type of tyre for your classic Ford? Longstone can advise.



What's been done this month:
Acquired yet another project, only this one is drenched in nostalgia

Next on the to-do list:
Make a start on the ropey bodywork

Thanks to:
Car Cave, 01875 820527, www.carcavescotland.co.uk

Ade's Mk3 Escort

Surprise, surprise, Ade has bought another ropey-looking project car... only there are sentimental reasons behind this one.

As a child in the 1980s my family's cars played a huge and influential role in me becoming both a car enthusiast and a Ford fan. My Mum had a licence but never drove. My Dad I can remember as a three-year-old witnessing him getting his licence in his thirties! The Brannan family went from their first car being an orange Chrysler Horizon (which I have one of) to a Mk3 Escort. Our Jasmine Yellow 1.3L was beloved even though it rusted insanely quickly. The rare photos of it aging from two to six years in our ownership look more like they could have been multiplied by 10!

It wasn't just cosmetic, I have vivid memories of bailing out rainwater from the footwells before the school run, the front valance being replaced and it often simply not starting. Yet still I loved it, and probably a lot more than my parents did!

Being overly-sentimental and a sucker for an obscure Ford meant that I have been looking for a similar example to replicate this car for years. Although they were fairly plentiful, these yellow Mk3s seemed to have rusted and subsequently vanished disproportionately badly. It doesn't help that in general, lowly L-spec five-door models like I want were exactly the type that didn't traditionally get preserved. Looking for an RS, XR or even Ghia? Easy. Try and find a more-door, odd coloured L? No chance!

Over the years I have been tempted to buy a different coloured or higher specced model in my aim to create a replica, but it never felt right.

Spotted, Surrey

The best lead happened back in 2019 when I was tagged in a Tweet of a car-spotting photo of a what seemed like exactly what I wanted, snapped in Egham, Surrey. I investigated, but this amounted to nothing as it was

Weller 7x14 inch steels on 185/50R14 rubber and Ford centre caps should be a nice, chunky period look.

Panels may have been replaced in the past, but the shoddy paintjob didn't protect them.

Gaz Shocks coil-overs are a must for the Escort when the time is right.

The back end might need new bumpers, uncracked lights, old style badges and more, but Ade is on it.

If only the old 'plate was available for real! Maybe a similar private one can be sourced.

just a random street spotting. When in that area years later I even had quite a prolonged series of detours looking up every driveway possible with no luck, but little did I know it was now miles from there and actually closer to my Scottish home!

In a bizarre twist of fate it had just been bought by friend of Classic Ford, Alan Potts at Car Cave! It had been sourced alongside a more valuable RS, and already claimed by one of Alan's colleagues, but after pulling on the heart strings with the outpourings of my story there was a change of plan and I was allowed to buy it! It didn't owe Alan much, and being super-sound he even delivered it to me. Or possibly he just wanted rid of the eyesore!

The car is quite clearly a bit worse for wear with quite a few panels replaced and strangely left with only some yellow matt primer for protection. This clearly didn't work so well as the offside wing has rotted

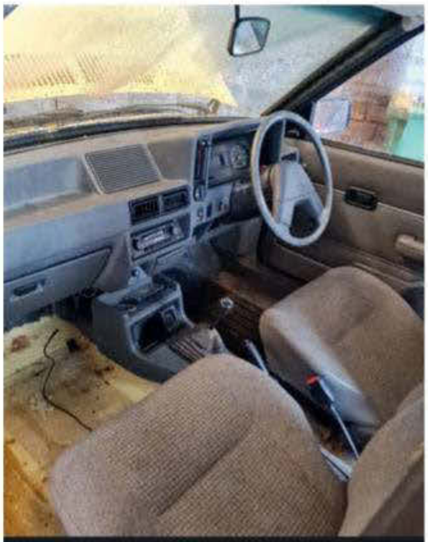
Ade, his sister and mum snapped by his dad in the original, already-rusty Mk3, East Kilbride, 1989.

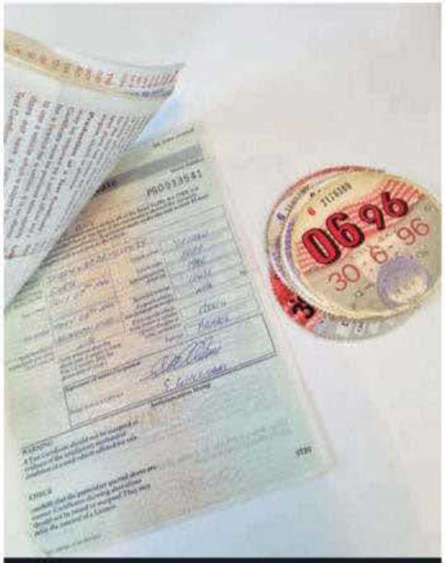
Ade’s Zetec-SE swapped Escort will be up for sale soon to fund the yellow project.

Top service by Alan at Car Cave for both finding the car and even delivering it!

“THE PLAN? ALL ONE COLOUR, METAL INSTEAD OF RUSTY HOLES, CHUNKY STEELS AND LOTS OF LOWS...”

Flip-flop keyring suggests a former life in sunnier clines. The Mk3’sa bodywork suggests otherwise.


Apart from the cut carpet the interior isn’t so bad, but Ade would like to source an early brown replacement. Anyone got one stashed?



The bodywork may say otherwise, but paperwork suggests a legit 40,000 miles on the clock!

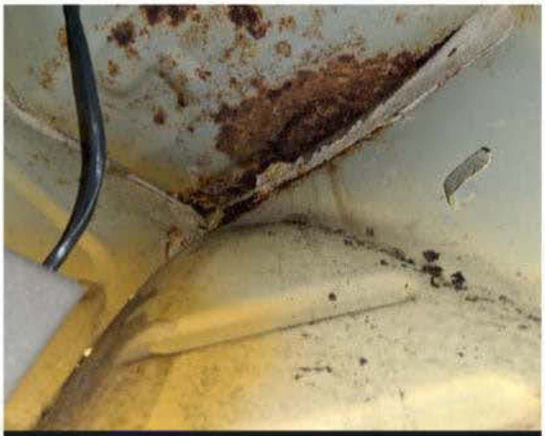
right through! The battery tray is rusty and has been leaking just like my parents’ old one, which would explain the lack of carpet up front.

Overall, the car looks a bit of a shambles, but on the plus side I know Mk3 Escorts well, so I can see it’s really not that bad in the places that matter. If I could I would be getting it on the road ASAP, but it looks a bit too rough in reality to pull off the patina look. I’ll be keeping it as simple as possible to start with as I know being over-ambitious usually ends up meaning never finished!

The plan? All one colour, metal instead of rusty holes, lots of lows and some nice chunky steels. I’ve already got a pair of Gaz coil-overs and a set of 14 inch Weller steels which will look the part. The current interior is grey instead of the brown with white pinstripes the old family car was — so if anyone out there has an early Mk3 brown interior with A-frame head restraints available, I’m all ears!

The 1.3-litre CVH engine seems healthy with only 40,000 seemingly-genuine documented miles on the clock so it can stay for now.

Ultimately? It would be fun with a twin carb’d CVH or go fully nuts with a Zetec turbo, but for now I just want it solid and on the road.


Rusty perforated battery tray needs immediate attention...

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155R13: Cortina, Escort, Taunus. **Ford O/E tyre**

CN36
165R13: Capri, Consul Classic, Cortina, Escort, Taunus, Corsair
175/70R13: Orion, XR3i, Cortina MKII and MKIII,Capri, Escort RS and Mexico. **Ford O/E tyre**
185/70R13: Capri, Cortina, Sierra. **Ford O/E tyre**
195/70R14: NEW! Granada **Ford O/E tyre**

P7
205/50R15: Capri, Sierra. **Ford O/E tyre**
285-50R15: GT40

CA67
CN36
P7

What's been done this month: Cleaned the filthy back seats, made some alloy rear side trims

Next on the to-do list: Do the same for the front door cards

Thanks to: Armor All

Jason's Anglia 105E

It's nine below zero Down Under, but that hasn't stopped our Jason from cracking on with the interior of his 105E build.

I am not going to lie to you. We have just had some of the worst weather ever recorded here in Adelaide. Freezing temperatures and pouring rain makes working on my Anglia in a cold garage a very hard mountain to climb, especially when the latest edition of Classic Ford arrives in the post!

A decent weather weekend has allowed me to get back on the tools, and turn my attention to the inside rear of the 105E. Being a big unit at 6 feet 2 inches, my plan will be to reposition the front seats further back, and will all but reduce the rear to an occasional seat. No legroom will mean the back seat will hold the occasional jacket, dog or carton of wine. The rear has to be clean and functional and that's about it.

In my seat stash, I had a pretty good, original condition rear upper and lower seat for a 105E. They have been stored for at least two decades, covered in all manner of grime and dirt, but didn't have any rips or tears. A trick I have used many times to revive old and original trim from the 1960s is a combination of special cleaning fluid, elbow grease and a stiff scrubbing brush.

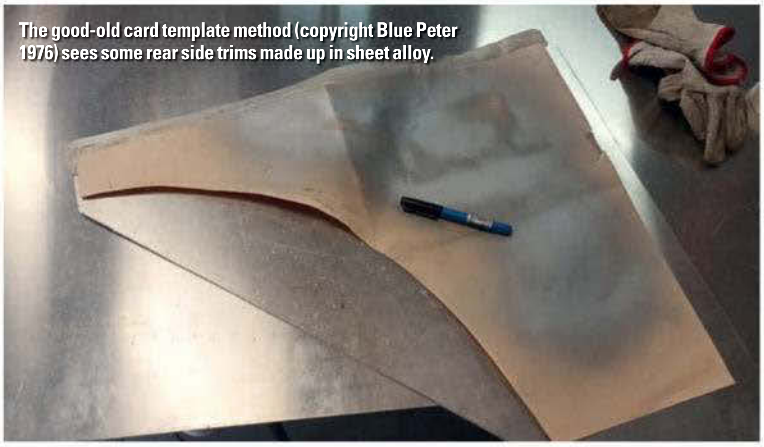
My fluid of choice is Armor All, and my choice of scrubber is a cheap one used for washing dishes. The approach is simple, flood the seat with juice, gently scrub until the dirt rises, and wipe the residue away. Use the stiff scrubber edges to get into the seams, and work in a circular manner seems to deliver the best results. As you can see this slow and steady approach has yielded amazing results, and in no time the seat sections were gleaming.

On the side

Next up was the side trims, which I never had when I got the car. The front door cards are knackered, and have been bent and cracked beyond redemption. A solution was needed, and my old Mk1 Cortina Lotus replica would provide the street racer influence I needed — alloy!

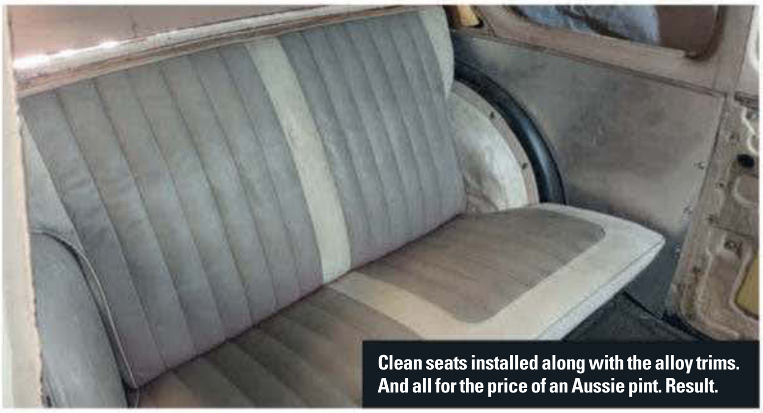
Alloy door cars are a great way to give a car's interior attitude without breaking the bank. They complement all colours of trim, and when done right give a custom, race-look feel. Some swapping of stuff with a mate saw me heading home with a very large sheet of 1.5 mm alloy. I now had more than enough material to do the rear sides, door cars and front kick panels, with leftovers for little touches on the dash.

Rather than cut once and stuff it up, I used a tried and true method of making a cardboard template to ensure the fit was spot on. Some grinding and trimming soon had the rear side trims in place, complementing the freshly cleaned seats perfectly. Stainless, raised



The good-old card template method (copyright Blue Peter 1976) sees some rear side trims made up in sheet alloy.

The back seats from Jason's spares stash looked rank, but some special treatment saw them come up looking fantastic.



Clean seats installed along with the alloy trims. And all for the price of an Aussie pint. Result.

washers and shiny screws are the final touch, with some hidden rubber washers behind to avoid rattling. Behind the alloy, I wedged in some high density foam into the wheelarch cavity to reduce noise.

I am very happy with the final result. This was a very cost-effective way to get this part of Anglia now functional and usable. The alloy is a cheeky homage to the sporty street racer look I am after, and can easily take a set of stereo speakers at a later date if needed.

My next job is to get the door cards and front kick panels done in a similar style, and also work out what I am going to do with the door armrests as well. All I need is a decent run of weather and I should be able to get this little beast done, and as I write this it's just ticked over the first day of the warm Australian spring here! Happy days! CF

IN THE WORKSHOP

The Classic Ford fleet: our projects and rolling restorations

Simon Holmes Mk1 Sierra

A big push from Simon and friends has seen the Sierra come on leaps and bounds!

Jeff Ruggles Mk1 Fiesta

Mike Johnson Mk1 Sierra

Simon Woolley Mk1 Cortina

Gavin Hutton Mk1 Cortina

JJ Gallagher Mk2 Escort

Adrian Brannan Mk2 Orion

Mike Johnson Mk1 Fiesta

Adrian Brannan Mk2 Granada

Adrian Brannan Mk1 Sierra

Graham Leigh Mk3 Capri

EXPERT CLINIC

TROUBLE WITH YOUR FORD? SEND IN YOUR QUERY AND WE'LL SORT IT OUT

QUERY OF THE MONTH

Interior overspray

Q The previous owner of my Mk1 Cortina apparently did some touch-up spray painting with the interior door panels and seats still installed. The black vinyl has a light mist of Ermine White paint on it. I'm not sure of what to try removing it with that will not affect the colour or texture of the 40-year-old upholstery. Any suggestions?

Graham Clark
UK

A Overspray is a nightmare, especially when it gets onto delicate items like interior trim. The first thing you'll need to do is establish whether the touch-up was done with cellulose or two-pack paint. As it was a spray-can job, we'll assume it was cellulose.

Be very careful with the next stage. Get a small amount of cellulose thinners on a rag and try and wipe the overspray off. Immediately wipe it off with dry rag. Don't under any circumstances soak the panel with the thinners or leave it on for more than a few seconds or it will eat the plastic.

Experiment on a hidden area first to establish whether the paint will come off or if the thinners will damage the plastic no matter how careful you are. If this doesn't work, Aldridge can supply new door cards for the Cortina. Not the cheapest solution but at least you have an option to get you interior back into top condition.

Five-speed V4

Q I own a 1973 Mk1 Capri, but it's the German version with the Taunus V4 1700 engine. I want to get rid of the old four-speed gearbox and find a five-speed replacement that will bolt on to the engine bellhousing. All the articles I've seen so far about gearbox conversions relate to British-made Fords, so I'm having a bit of a problem finding out what my options are. Could you shed any light on this matter, and advise me about any other modifications that I'd have to make?

Dominic Sparke
UK

A The 1700 V4 is from the same family as the Cologne 2.8 so the 2.8i gearbox with its bellhousing will bolt straight on to the engine. You'll probably have to change the clutch centre plate — the UK V4s had the big clutch on them so if it's the same for the German market, the two clutches should be of identical diameter. The only difference will be the number of splines and the diameter of the gearbox input shaft, hence the need to change the plate. Try and get the two set-ups side-by-side and have a measure up.

Contact

Aldridge
01902 710805
www.aldridge.co.uk

Help!

Tech problem?
Email your query to
classicford.ed
@kelsey.co.uk

Bigger engine

Q I've got a 1982 MkI Fiesta L 1.1. It's pretty tidy, with about 56,000 on the clock and a lovely tartan rug on the back shelf. Are there any engines (older or less old-skool) that would fit in on the mounts? I know a 16-valve Zetec would go in with a little welding work, but it would be nice to know of any alternatives if they exist! I realise that power hikes require strengthening of chassis, and uprating of brakes and suspension. I would just like something quite subtle but also with some poke if that's achievable, or are there engines wheezier than my 45 bhp unit?

Jon Clark
UK

A There's an obvious alternative to the Zetec — the 1600cc Crossflow from a MkI XR2 will fit straight in, and the tuning options are endless. For good power and bombproof reliability, it's hard to beat. The only downside is finding one — they're pretty thin on the ground these days, but keep your eyes peeled and one will come up.

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MOTORSPORT

CLASSIC FORDS FLAT-OUT ON THE STAGE, STRIP AND TRACK

Name: James Dunkley
Car: Mk1 Fiesta XR2
Race Series: Classic Touring Car Racing Club (Pre-83)

MOTORSPORT SPOTLIGHT

James Dunkley's Fiesta XR2 harks back to the heady days of the 1980s thanks top its Classic Touring Car championship spec.

Words and Photos Jonathan Fletcher

HI JAMES! WHAT'S THE STORY BEHIND THIS CAR?

It's an original Mk1 XR2, though it's been a race car since the early 1990s and I purchased it at the end of 2023 as a rolling shell and embarked on a full rebuild.

WHAT GOT YOU INTO RACING AND HOW DID YOU GO ABOUT IT?

I've always been a huge car and motorsport fan. 15 years ago I met Jon Flanigan at Race Retro with his championship-winning Metro Turbo. He kindly listened to all my excuses why I would like to race but hadn't done it and said why don't you stop talking rubbish. Six weeks later I was sat in a Metro GTi at Oulton Park and the rest is history!

FAVOURITE RACE SERIES?

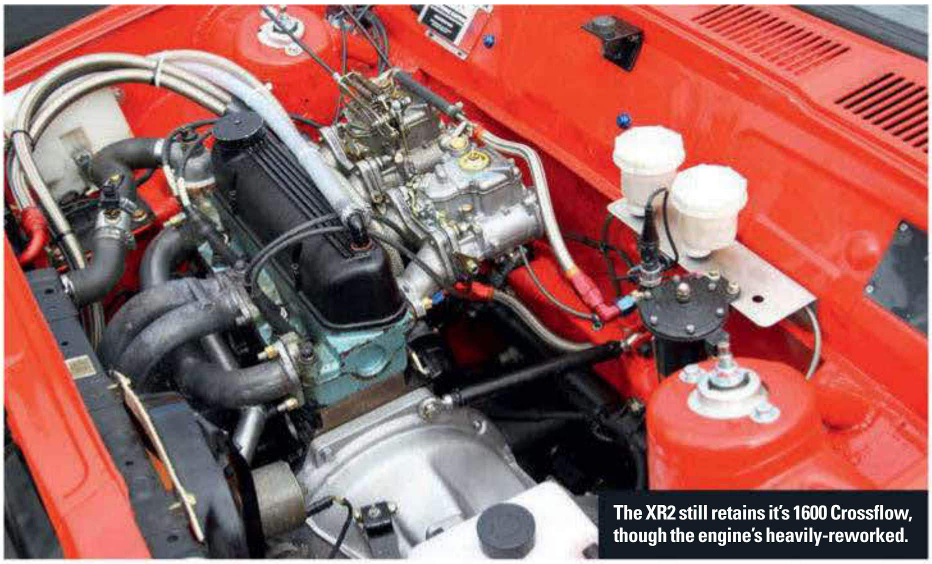
I like the mix of cars and stripped back racing of the CTCRC's Pre-83 Championship. It harks back to the days these cars raced in-period.

WHAT'S BEEN YOUR MOST MEMORABLE SO FAR?

The outright race win in my Zetec-powered Mk2 Fiesta in the wet at Brands Hatch on the Indy circuit in 2023 has to be up there!

AND YOUR FUTURE PLANS?

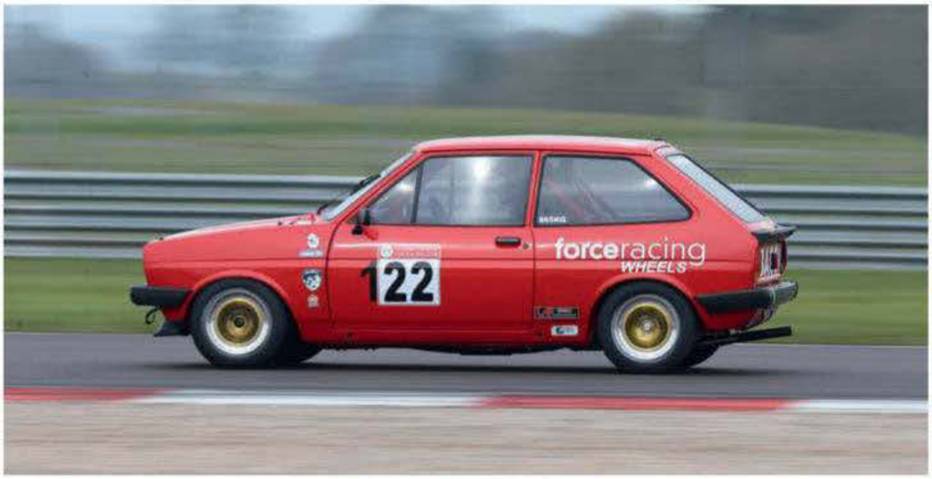
I'm going to try a camshaft swap for 2026 and try to get in the top 10 finishers. CF

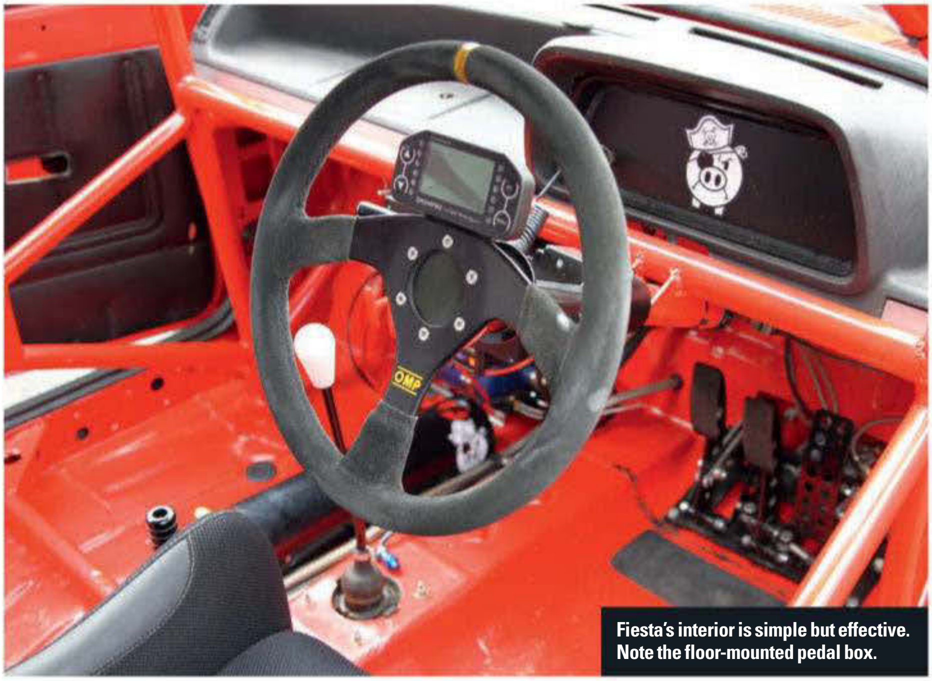


The XR2 still retains it's 1600 Crossflow, though the engine's heavily-reworked.

CONTACT

Classic Touring Car Racing Club
https://classictouringcars.com





Fiesta's interior is simple but effective. Note the floor-mounted pedal box.

Tech Spec

Body
Standard XR2, polycarbonate windows, lightened panels. **Weight:** 865 kg

Engine
1660 Crossflow, Kent Cams 244 cam, Maniflow exhaust, twin DCOE45 Webers, full race head, electronic ignition. Power: 143 bhp

Transmission
BC 'box with straight-cut Quaife gearset

Suspension
Front: Leda coil-overs.
Rear: adjustable Leda dampers

Brakes
Front: HiSpec Motorsport four-pot callipers, 280 mm vented discs.
Rear: Wilwood callipers and solid discs

Wheels and tyres
Force Racing split-rims, Yokohama AO52 tyres

Interior
Stripped and race prepared, full weld-in cage, Cobra race seat and full harness, OMP quick-release steering wheel, Race Technology dash, Lifeline fire suppression system

THE PROFESSIONAL

Last month we lost Ford Motorsport icon and father of the RS200, Stuart Turner. As a tribute, here's the interview we carried out with him in 2007.

Interview Richard Barnett

The motor industry isn't noted too much for its characters these days, but in the past Ford employed the best in their field — and people with personality, too. Former head of the blue oval's competition department, Stuart Turner, joined the company as the Escort was beginning to carve out its rally career, and he went on to create the RS200. Not a bad legacy really...

How did you get interested in motorsport?

"When I was 18 I acquired four stepsisters. One had a boyfriend who did a bit of rallying and I went along with them and found that I was quite good at reading maps. It's been downhill ever since.

"I joined the North Staffordshire Motor Club and really got immersed. Navigators played a big part in rallying and I was making a name for myself as a map-reader, and I think the skills needed would be useful several years later when I became a team manager."

Left: Football star Jimmy Greaves (far left) was paired up with Tony Fall, and they took the 1970 World Cup very seriously. Here they are with Stuart Turner, at Boreham, sizing up the European section of the event.

And then you became a journalist?

"North Staffordshire Motor Club had a newsletter which I edited, and I would send it into magazines like Motoring News to promote the Club. Motoring News asked me to send in reports of rallies I was taking part in and eventually I received a letter from its owner, Wesley Tee, offering me a full-time job.

"I thought it was very exotic, being based in London, but I was doing everything, from taking part in a rally to writing a report, pasting-up the story and proofreading it. The only thing I didn't do was to go out on the streets and sell it. I loved every single moment of the job."

Then you had a big break when you went to BMC...

"When I walked into the job I couldn't open a tin of sardines, let alone run a team of men, but they were all kind enough to leave me alone and get on with it. But after six years or so I had a feeling that things weren't quite right, and I started feeling a bit nervous. Walter Hayes, who was head of Ford's PR department, met me at the Motor Show and took me over to meet the Chairman of Ford

Stuart Turner (centre) between Hannu Mikkola (right) and Atso Aho (left) in Finland in 1969.

Legend has it that the GT70 was conceived on an plane journey from Nice to London, after the 1970 Monte Carlo rally, with Turner and Roger Clark (far left) sketching their ideas of what a Ford-powered Renualt Alpine-beater should be.

— at this time I'd never met the Chairman of BMC! I didn't think, though, that going straight from BMC into Ford's competitions department was the right thing to do. So I took a job as publicity manager at Castrol and was sent away for six months to an advertising agency to find out how it worked. During this time, early in 1968, I got involved with the organising committee for the London-Sydney Marathon. I ended up marshalling on the event, first in Istanbul, then in Kabul in Afghanistan and finally in Australia — I realised I missed motorsport."

So, the big one: the move to Ford...
"Walter Hayes started calling me again early in 1969, offering the job of running the Ford Competition Department. He was an ex-Fleet Street journalist who enjoyed good links with the Ford family, and he was very good at planning. What's more, he wasn't a car man, which was an advantage. For example, he thought the Cortina was rather bland, and believed a GT version would improve its image.

"As a result of Walter's call I took the job and moved to Boreham. Many of the workers were local people, which, while it's not essential, did help build a real team spirit. I think there was surprise, however, that someone from BMC had joined the team.

"The first person I met there was the financial controller, Brian Brackenbury, who said money wasn't an issue. However, when I took over my predecessor Henry Taylor's desk, I found what I thought was a telephone directory — it had so many numbers in it. It was, however, the costings for the GT40!"

And what was your first event?
"The 1970 Daily Mirror World Cup Rally, running from London to Mexico City. I had to plan moving 50 people around the world, but having produced a paper showing how this would be done, one of the mechanics came up and thanked me for it.

"The event was 16,000 miles long, and although Roger Clark didn't finish it, he did win it for us. One section lasted 57 hours and we really didn't like the idea of a three-man crew as it could give a greater chance of dissention. Roger went out to do some testing and said it was best to stick with two-man crews. During the event he had a shunt and was out, but Hannu Mikkola and Gunnar Palm won it, with our other Escorts coming home third, fifth, sixth and eighth, while two retired. Mikkola then went on to win the Safari Rally. We didn't get any interference from Ford in America, but while I had a budget of $40,000, I ended up spending $120,000. Luckily, though, the finance people were marvellous."

That rally led to the Escort Mexico didn't it?
"Hannu's car was sponsored by the Daily Telegraph Magazine, and one of its designers created the decal design we later used on the Mexico production cars."

But you weren't competitions manager for too long?
"In 1972 I was asked to become Director →

Roger Clark and Paddy Hopkirk pull each other's legs while Turner looks on at Wembley Stadium, before the start of the 1970 World Cup rally.

"WE DESPERATLEY NEEDED A GROUP B RALLY CAR, AND IT BEGGARS BELIEF THAT WE MANAGED TO GET THE RS200 APPROVED"

of Motorsports, and Manager of Advanced Vehicle Operations. The AVO operation should really have been based next to the Halewood plant because cars were being brought down for changes that could have been made there.

"It was like having my own Meccano set, and while there was a belief it had to be kept apart from the mainstream production side; it was too big for the number of cars it was making. After lunch we'd take a car off the line and put it under ultraviolet lights. At the time we were doing a lot of respraying, but we decided not to continue doing that as we thought customers would believe, if the car had been repainted, there was something wrong with it.

"We realised we needed to up production and product planner Mike Moreton said we needed to aim for younger professionals — doctors, dentists and even newspaper executives. The end product was the RS2000, and one day when I was driving in London I saw Daily Express senior executive, Jocelyn Stevens getting out of one.

"Then the market dropped, and I had to cut the workforce from 130 to 30 in three months. We did continue development of the Mk2 RS2000 though."

So what happened next?

"Once again Walter Hayes called me, this time on a Sunday night — I was worried about whether I'd be out of a job. He asked if I'd like to take over as Director of Public Affairs, and the timing couldn't have been more convenient.

"We had a press fleet of 80 cars, including two GT40s, and I had a great team, including Sid Wheelhouse, Reg Wheatley and Harry Calton. During this time Walter, who was now Vice President of Public Affairs for Ford Motor Company Worldwide, said he was very concerned about the RS1700T rally car and the C100 sports car.

"Although it wasn't under my control, I put together a four-page paper, the result of which was getting another call, this time offering me the role of Director of European Motorsports.

"The C100 had been through several designers during its three-year life but hadn't won a World Championship race. The RS1700T had been overtaken by events — mainly the Audi Quattro — and it wouldn't be as competitive. I attended a product strategy group meeting and in less than 5 minutes both cars were cancelled. That in turn gave me another blank piece of paper to work from."

The result being the RS200?

"We needed a Group B rally car, and it beggars belief we got the RS200 through. We didn't want to do a 'Metro 6R4' with a Fiesta because it would have no relevance to Ford in Australia or South Africa. We also didn't want to use a production car, as the rally derivative would be out of date when the production car was superseded.

"I showed some drawings to Bob Lutz, who was a senior Ford executive based in Detroit. He gave us $293,000 for a prototype, followed by five more cars. The prototype was assembled by Ken Atwell, who was making the GTD40 kit cars, and it took just five-and-a-half months from approval

ESCORT RS 1600
ADVANCED VEHICLE OPERATIO
FIRST PRODUCTION CAR AT AVE
2 November 1970

The Advanced Vehicle Organisation officially opened up in November 1970. F1 World Champion Graham Hill performed the official opening by driving this RS1600 off the merry-go-round tracks.

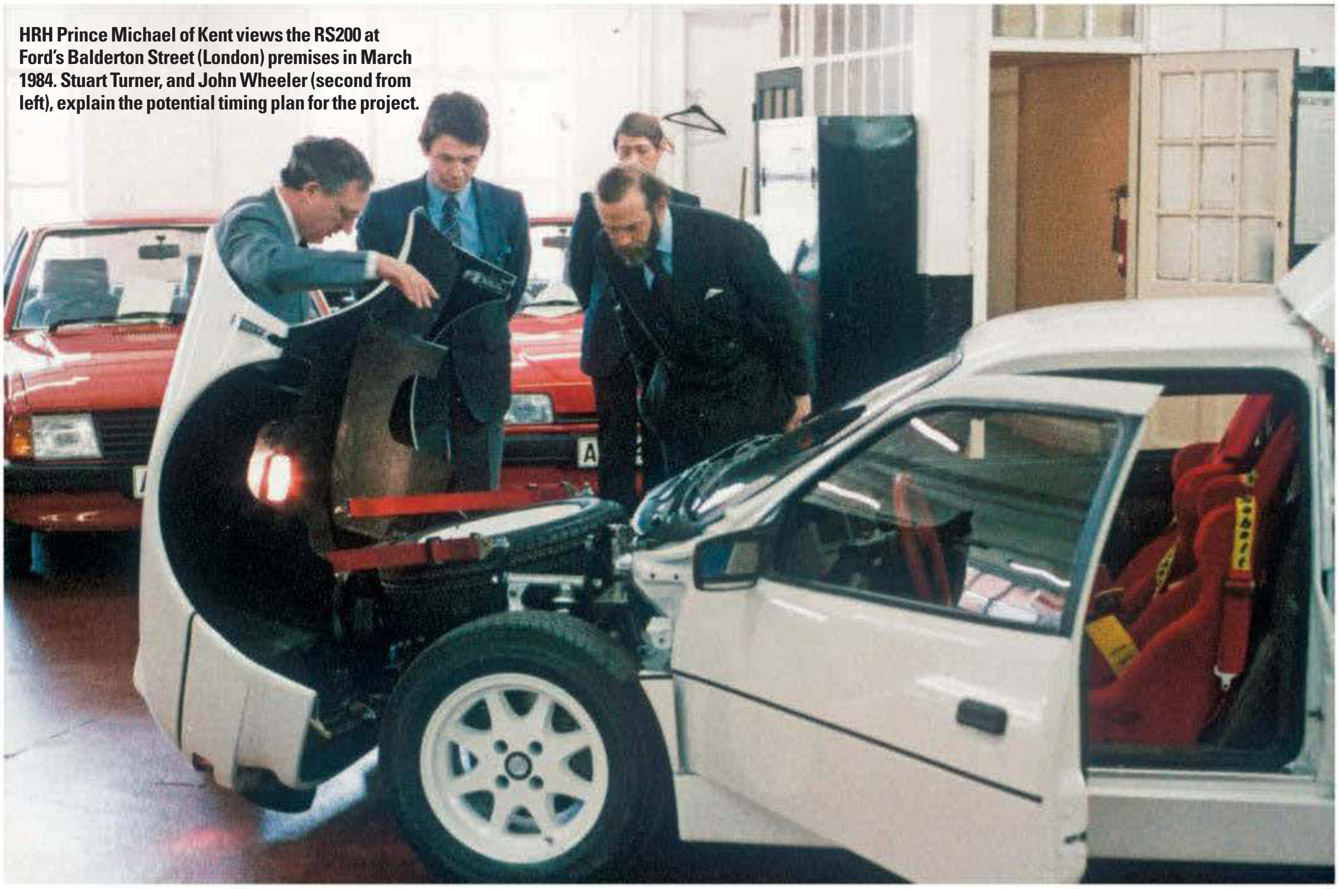
STUART TURNER

CAREER AT A GLANCE

1960	Sports Editor Motoring News
1961	Competitions Manager BMC
1967	Deputy Publicity Manager Castrol (then Publicity Manager).
1969	Competitions Manager, Ford of Britain
1970	Director of Motorsports
1972	Director of Motorsports and Manager AVO.
1975	Director of Public Affairs, Ford of Britain
1983	Director of Motorsports, Ford of Europe.
1990	Retired from Ford

ESCORT RS2000

With Turner chasing younger buyers, the original Escort RS2000 was developed at AVO in 1972-73. Once in production, it was Aveley's most numerous product.



HRH Prince Michael of Kent views the RS200 at Ford's Balderton Street (London) premises in March 1984. Stuart Turner, and John Wheeler (second from left), explain the potential timing plan for the project.

The Segrave Trophy presented to Roger Clark for winning the RAC rally in 1972.

Ford's Ed Blanch (third from left) and Jim Capolongo (far right) checking out the RS200 prototype with Turner in 1984.

to create a complete and running car.

What about its design?
"Ghia was doing the design, but we didn't like any of its ideas. They sloped the windscreen back too far, and on a rally all-round vision is important. We used the windscreen, pillars and doors from a Sierra, and then appointed Reliant to make the remaining 194 cars needed for homologation.

But Group B was cancelled wasn't it? And you presumably had a load of unsold RS200s?
"Yes, and to make things worse there was a fire in the building next to where the cars were kept. Mike Moreton told me about the blaze, but said he'd pushed the cars away from the fire, so saving them, rather than pushing them towards it, so we could claim the insurance money!

"Some of the RS200s were sent to Strattons, based in Wilmslow, for retrimming, and they said that at £49,950, the car was seen as too cheap. They suggested upping the price £52,950, and it worked. But perhaps the RS200's image has been preserved, as Group B was cancelled before it saw competition." CF

Mac Walsh and Damien McGettigan were just one of almost 80 classic Ford teams.

CENTRE STAGE

The cornerstone of the Irish Tarmac Rally Championship, the three-day Donegal International attracts more than 70,000 spectators and a whole host of classic Fords. We were there.

Words and Photos William Neill

The all-sealed surface rally covers 270 km over 20 stages to be the only event of such stature in Ireland to be one of the most respected rallies in Europe following its inception in 1972.

While out front Callum Devine fended off visitor Hayden Paddon to win for a third consecutive year, we take a closer look at the national section where the Escort features heavily.

Aaron McIntyre and Derry Long claimed a hard-fought two-wheel-drive victory in their Toyota Starlet. McIntyre, who was making his Donegal International Rally debut, was third heading into the final day's six stages.

Regular pacesetter, Kevin Gallagher, had controlled the category up until his Darrian T90 slid out of a two-minute lead on the Sunday's opening Carnhill test.

That left McIntyre fighting for the modified lead against Mk2 pilot Gareth Irwin. A spin on Fanad Head gave Irwin a 13.8-second lead, which was only cut by 0.6 seconds on the next Carnhill test.

McIntyre went on an almighty charge over the penultimate Atlantic Drive stage to claim a 10.2-second fastest time. The epic push coincided with two overshoots for Irwin, who in the end, had to settle for second, 24.6 seconds clear of third-placed Conor Harvey.

Reigning champions Frank and Lauren Kelly fought back after a misfire on day one left the father and daughter team outside the top ten. A string of top-five times put them into fourth, although Michael Carbin was less than a second behind with one stage to go. Kelly put the hammer down, setting the second-fastest time over his favourite Fanad Head stage to confirm his fourth-place finish.

CONTACT

Donegal International Rally
https://donegalrally.ie

WHO DID IT BEST?

SIDEWAYS TO VICTORY

We picked one of the thousands of corners on the rally route and decided who did it best. They might not have all had the most successful entry and exit either but they got the crowd in the ditches smiling.

Michael Carbin/Dean O'Sullivan: Power and a slide, Michael Carbin got this just right. The times confirmed it too, placing 20th overall and fourth Mk2 Escort home.

Owen Mallon/Keith Hall: Hitting the handbrake early worked well for Owen Mallon, leaving lots of room at the junction to entertain the crowd.

Paul McKenna/Matthew McMahon: Going a little further than most Paul McKenna, grazed the grass but got full points for doing it in style.

Rodney Wilton/Conor McMahon: It wouldn't be often you see the headline sponsor of an event be in the thick of the action too. Rodney Wilton wasn't just there as some kind of PR exercise, the man can steer too.

Gordon Rogers/Gary Leddy: The extreme heat looked like it was all getting a bit too much for Gordon Rogers with the door of his Mk2 Escort open.

At the risk of repeating ourselves - and as the regular reader will recall - we featured photos from this jump the last time we were in Donegal. But come on, we had to return.

Adrian Cannon finished 80th overall with a G3 Escort.

Father and daughter, Robert Coulter and Olivia Chambers have long campaigned their Anglia in both rallies and sprints.

MODIFIED RALLY RESULTS

1 Aaron McIntyre/Derry Long (Starlet) 2:33:47.6 seconds
2 Gareth Irwin/Justin McCauley (Ford Escort Mk2) +20.3 seconds
3 Conor Harvey/Eamonn Doherty (Ford Escort Mk2) +44.9 seconds
4 Frank Kelly/Lauren Kelly (Ford Escort Mk2) +1:22.3 seconds
5 Michael Carbin/Dean O'Sullivan (Ford Escort Mk2) +1:24.8 seconds

VILLAGE LIFE...

THE RALLY'S EPICENTRE

There aren't many rallies going through places like Glen Village so when they do it easily becomes an epicentre for fans, action and atmosphere. Following a fast mountain section, drivers find themselves coming into the village, and only for the recce, it would open up as a surprise.

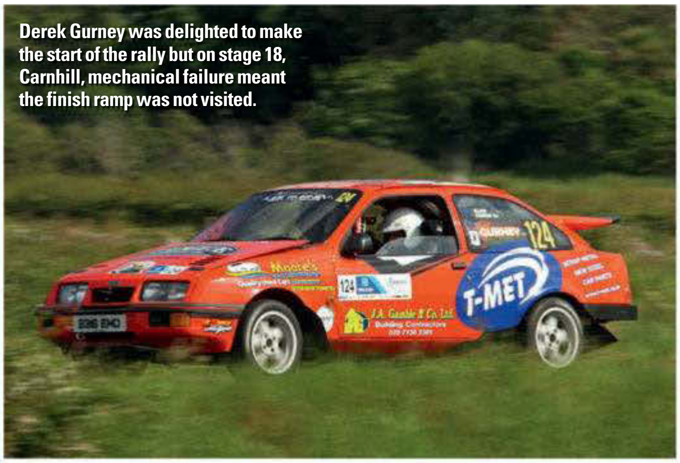
The all-important pacenotes (that guide drivers) read as, 'Caution three right into four right, 40, turn square left around the bales, three left over crest, 60…' With all of that information there is no time to see the hundreds of spectators who cram in behind the barriers.

CLASSICALLY-TRAINED

THE HISTORIC CLASS

John O'Donnell and Paddy Robinson secured a dominant win, controlling the category from start-to-finish with 11 stage wins. The winning BMW M3 was followed by the Escort RS1800 of Meirion Evans and Anthony O'Sullivan (above), just over a minute and a half later.

McDaid and Denver Rafferty looked set to seal third but their RS1800 failed to make it through the deciding Fanad Head test, handing the final podium spot to Trevor Wilson.



Derek Gurney was delighted to make the start of the rally but on stage 18, Carnhill, mechanical failure meant the finish ramp was not visited.

HISTORIC RALLY RESULTS

1 John O'Donnell/Paddy Robinson (BMW M3) 1:53:00.3 seconds
2 Meirion Evans/Anthony O'Sullivan (Ford Escort RS1800) +1:33.6 seconds
3 Trevor Wilson/Paul Mulholland (BMW M3) +5:31.3 seconds
4 Hugh McQuaid/Declan Casey (Escort RS1800) +6:50.1 seconds
5 Duncan Williams/Guy Weaver (Escort RS1800) +8:09.5 seconds

BEHIND THE SCENES

SNAPSHOTS FROM DONEGAL

WILTON
DONEGAL
20 - 22 JUNE 2025

The three-day rally is so big even the town welcome sign becomes all about the weekend.

The first filling station on the way into Letterkenny is heaving over rally weekend and the owners really get behind it. They even find a way to annually add an Escort to the forecourt roof.

Spectators park up to watch a stage on the Friday loop of stages.

Traffic in Letterkenny is the least fun part of the Donegal event but there are little glimmers of classic motors.

CAMPING
25/NITE

Accommodation is at a premium given the crowds so some land owners are quick to find a solution.

Even the safety cars are Escorts in Ireland…

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BUYING & RESTORING CLASSIC FORDS

Dedicated to help you find your next project, rebuild it — and keep it on the road.

104 **ON TEST:** wire brushes
Which type works best? We find out

108 **CLASSIC FORDS RESTORED:** Mk1 Zephyr-Zodiac
Fantastic 1950s cruisr saved

114 **INSURANCE TIPS**
Read these before you get a quote

116 **BUYING GUIDE:** Fiesta Supersport
What to check, how much to pay

120 **CLASSIC FORDS AT AUCTION**
Previews of forthcoming sales

122 **BACK ISSUES**
Missed an issue? Find it here

124 **CLASSIC FORD CLASSIFIEDS**
Cars, parts and projects for sale

HOW TO BUY

USED FRONT STRUTS

So much stuff is available new these days (particularly for Mk1 and Mk2 Escorts), which thankfully takes the risk away from buying used. However, there's still a good, strong demand for front struts especially from the sport models, so here's what to look for:

It's crucial to carefully examine the stub axles — are they straight? Are there any gouges or deep score marks? Are the threads clean and in good condition? If any of those apply, walk away. If the spring and top mount are still attached, you won't be able to check the damping, but you can examine the rod for rust or leaks in the surrounding area. If the spring and top mount are removed, push the rod in, there should be some resistance. Lastly, check the tubes to make sure they're not bent — particularly if you know they've come off a rally car. If buying Mk2 Cortina struts (popular with the Anglia modders) try and get them with the steering arms included, as there were three different types, and they are not interchangeable.

THANKS TO:

Dave Fisher, D&D Developments,
07772 740817

JARGON BUSTER

2WD	Two-wheel-drive
88k	88,000 miles
BVH	Big-valve head
BVR	Black vinyl roof
C/L	Central locking
E/W	Electric windows
FSH	Full service history
INJ	Injection
ONO	Or near offer
LHD	Left-hand-drive
LSD	Limited-slip diff
NOS	New old stock
O/D	Overdrive
Part-ex	Part-exchange
PAS	Power steering
S/S	Stainless steel
T&T	Taxed and tested
VGC	Very good condition
WHY?	What have you?

Looking for your next project?
See page 124

On test

WIRE BRUSHES

With many different sizes and types of wire brushes, is there one that's suitable for the majority of jobs? Rob finds out.

Words and Photos Rob Hawkins

An online search through the product pages of Draper, Laser, Machine Mart and Sealey for a wire brush reveals numerous products, many of which seem to be something you can't do without. Consequently, you can easily fill a drawer of a tool cabinet with one of every type, but do you really need so many different ones? Perhaps the traditional wooden handle with steel bristles is all you need?

We've been using and testing a wide variety of wire brushes over the last six months in an attempt to find out which ones are the most versatile and reliable. We've used them when servicing brakes, refurbishing steel wheels and preparing the underside of a Ka, Fiesta and Escort prior to rustproofing them. Throughout this time, we've discovered how long some wire brushes can last, whether steel bristles are better than brass and how ergonomic some of them are.

We've also asked several students at Harrogate College to use a selection of wire brushes to help discover the best and worst tools. The following pages reveal our findings and conclusions.

Info

Contacts

Draper
023 8049 4333
www.drapertools.com

Harrogate College
https://harrogate-college.ac.uk

Laser
01926 815000
www.lasertools.co.uk

Machine Mart
0115 9565555
www.machinemart.co.uk

Sealey
01284 757500
www.sealey.co.uk

BRASS, STAINLESS STEEL OR NYLON?

The bristles on most wire brushes are made of brass, stainless steel or nylon. Whilst stainless steel is the toughest and ideal for removing rust, brass is a little softer, so can be useful for cleaning where you don't want any scratches. Nylon is best suited to delicate jobs, such as cleaning carbon deposits from a spark plug.

MINI BRUSHES

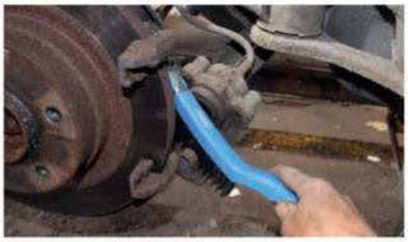
Small wire brushes that are roughly the same size as a toothbrush are readily available and often very cheap at around £3-£4 for a set of three (steel, brass and nylon). Whilst they are ideal for working inside confined spaces or across small surfaces, such as the edges of a brake pad, they can quickly become overused and worn (the bristles will become bent outwards). Having at least one medium-sized brush (see our separate information on this) will help to preserve those smaller ones.

BIG BRUSHES

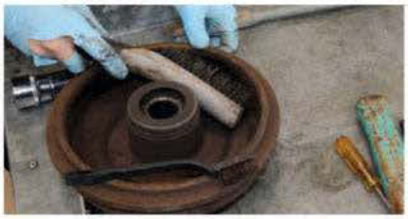
Is big better? There's no denying a strong set of steel bristles attached to a large brush should make short work of removing corrosion and dirt from a brake calliper and its carrier, but it may miss any hard-to-reach areas, so a medium-sized or miniature wire brush may still be required.

The cheapest of these large wire brushes is often the type with a wooden handle and spaced-out bristles. The bristles at the very front often wear first and either break or bend, but the tool can be given a second lease of life by simply sawing off the end of it!

Ergonomic handles have made these large wire brushes more effective to use. An angled handle helps to scrub inside a brake drum, for example. More leverage can be applied if the handle resembles a woodworking plane, with two grips to hold.



At 35 cm long, this wire brush from Draper (part number 17179, costs around £6) includes a scraper, so it's very big, but its steel bristles were useful for removing rust and road dirt from this brake caliper.

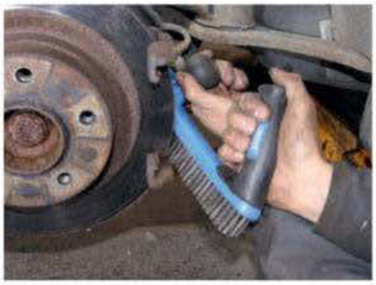


For around £4, we found this steel wire brush from Sealey (part number WB102) was the right size to work around the inside of a brake drum, despite we initially thought we would need to use a miniature wire brush.

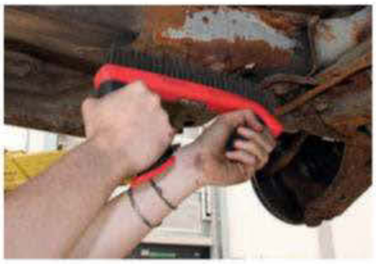
BETTER GRIP

Most wire brushes have a handle, which helps to keep your hand away from the bristles. However, some wire brushes have a different design of handle, which helps to make the overall tool more compact and, in some cases, easier to hold or better to grip. We've used wire brushes that have a looped or wrap-around handle, which offer a better level of grip and protection for your knuckles. This type of tool is useful for cleaning along the edge of a sill, for example. There are also smaller alternatives, which look like a nailbrush with a similar style of handle.

Our favourite type of wire brush in this category is one with two handles in a similar style to a woodworking plane. This design makes it easier to apply pressure when cleaning.



This large wire brush from Draper Tools (part number 17188) is styled around a woodworking plane, so it can be gripped with two hands to improve the scrubbing of a component. Expect to pay around £11.



Available from Machine Mart for £11.39 (product code 040212767), these two wire brushes have useful handles to help grip the tool and apply pressure.

MEDIUM-SIZED BRUSHES

We reckon a medium-sized wire brush can cater for the majority of jobs. They may cost a little more than the miniature brushes, but they should last longer (although often not as long as the larger brushes). However, we have managed to flatten and break the bristles on two of these types.

During our testing, we often found that we initially expected a miniature brush to be suitable for a particular job, such as cleaning around a fastening before attempting to undo it, but were surprised to discover a medium-sized brush could be used instead.

We particularly like these types of wire brushes if they have compact bristles, which seem to be effective for cleaning components.

WORN BRISTLES

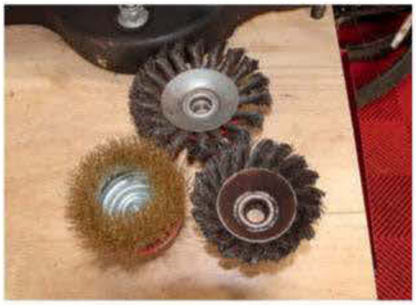
It may be hard to throw away your old brushes, but when the bristles start to fall out, or are splayed out at all angles, then their effectiveness at scrubbing is vastly reduced. A steel wire brush that's past its best will take longer to clean a surface, whereas a softer brass or nylon brush will be as much use as a soft cloth.

Telling whether a brush is past its best can often only be checked when you have a new one to compare it with. We recently discovered this when cleaning a steel road wheel with an angle grinder and a couple of wire brush attachments. We wondered why we couldn't remove the rust and paint on the inside of the wheel with our old wire brush attachments, but after buying a new wire brush, it stripped everything back to bare metal. However, the new budget-priced brush only lasted for one road wheel.

If you are using an electric drill with one or more brush attachments, try switching it to reverse (counterclockwise) to see if the brush is more effective. The bristles may have become bent through use and won't be as good for cleaning. The same applies to wire brushes for angle grinders, although most angle grinders only operate in one direction (clockwise).

Bent and missing bristles on this handheld wire brush show how ineffective it is against the rim of a road wheel.

Flattened bristles make contact with the surface of this road wheel, but they're better at polishing the surface instead of scrubbing it.



Bent bristles on the two wire brushes on the right mean they won't clean effectively when used on an angle grinder where the spindle rotates clockwise.

Switching this drill to rotate counterclockwise helped to get a little more use out of this worn wire brush attachment.

A new wire brush attachment for an angle grinder helped to quickly strip the inside of a steel road wheel to bare metal. But, after cleaning one wheel, it was worn and wasn't as effective on the next one.

ALTERNATIVES

A wire brush isn't always the best solution for cleaning a component. Take a brake caliper's stainless steel slider pins, which often need to be cleaned to remove surface dirt and light corrosion. A wire brush with compact brass or nylon bristles may help, but a strip or piece of abrasive paper can often be easier and more effective.

Similarly, when it comes to cleaning a brake caliper carrier, the flat surfaces where the edges of the brake pads make contact can be best cleaned with a flat file, although a wire brush will be more effective at removing any rust or dirt on the rest of the body.

SPID BRUSH

Also known as a scratch brush and features a plastic handle with a metal body and bristles made of stainless steel, brass or nylon. This type of brush has densely packed bristles with an angled end. According to sitbrush.com, it was designed and patented by Societa Italiano Tecnospazzole (SIT) over 55 years ago. While it's popular for welding, it's also useful for removing rust, paint and brake dust. And it's cheap to buy at around a fiver or more.

ANGLE GRINDER TOOLS

Wire cups, brushes and wheels that can be attached to an angle grinder are very effective at removing corrosion. Most are suitable for an angle grinder with an M14 spindle and are fitted without the disc guard. Flats around the thread of the hole (on the wire cup, brush or wheel) enable it to be tightened with a suitable spanner (usually 2 2mm).

This type of tool is the most aggressive, so we recommend wearing a visor (also called a face shield) instead of safety goggles because the fragments that can get flung off are painful if they hit your face. Thick gloves and overalls should also be worn, and ear defenders and a breathing mask will protect your hearing and lungs.

Prices are very competitive for these tools – expect to pay around £5 for individual ones, but only £10 or more for a set.

DRILL ATTACHMENTS

A range of brushes and wheels that can be fitted to an electric drill can prove useful for rust removal and similar cleaning jobs where an angle grinder is too large and aggressive, and a handheld wire brush is too slow. These can be more effective for cleaning around a wheel hub (where a road wheel or brake disc is fitted), or inside the rim of a road wheel (where the tyre seals against it).

A set of these tools costs from around £10 and includes a 6mm-wide hexagonal-shaped end to slot straight into the chuck of a drill. We have also found some useful designs of brushes that can be attached to a drill. Laser Tools, for instance, sells a tube brush (also called a rotary brush – part number 3150) that looks like a small bottle brush, which is ideal for cleaning inside holes.

Wire brushes that can be attached to a handheld drill are cheap to buy and useful for small jobs, such as cleaning a wheel hub's mating surface or inside the rim of a wheel.

Laser's tube brush is useful for cleaning inside holes, such as this road wheel, where corrosion forms inside the holes for the mounting studs.

STAR SIGNS

Words and Photos Jon Cass

Classic Fords restored: Chris Dengel has always maintained a passion for custom and classic cars from the 1950s. No surprise then, that this stunning Mk1 Zephyr-Zodiac fitted his criteria perfectly, though it did require more than just a bit of TLC to begin with!

As old Fords go, this is one of those cars that just seems to make everyone look and smile. Maybe it's the bold yet unmistakable 1950s styling, or maybe it's that attractive two-tone livery or that upbeat, inviting interior. Even those who have little or no personal connection to this 70-year-old classic can't help but stand in admiration. Little wonder Chris Dengel also found this Zodiac to be totally irresistible and consequently committed himself to what would turn into a major rebuild.

"I've always had a passion for older classics and custom cars since I began driving," Chris says. "I've owned numerous examples and some of them became projects too." This includes a 1959 100E which Chris modified 35 years ago and although we're talking 1990 here, we can confirm you didn't see many 100Es driving around back then either! Fast forward a few decades and now retired, Chris found himself with a little more time on his hands and consequently decided to embark on a light project.

"I spotted the 1955 Zodiac advertised on by a garage in Norfolk," Chris remembers, "and I just fell in love with the car at first

sight." Knowing 1950s Fords rarely come up for sale at all, especially a model as thin on the ground as the Mk1 Zodiac, Chris didn't want to miss such an opportunity and was prepared to overlook any of its shortcomings.

"I guess I had prepared myself to take on a project anyway," he smiles, "and we struck a deal which meant I'd made the commitment to return the car to its former glory."

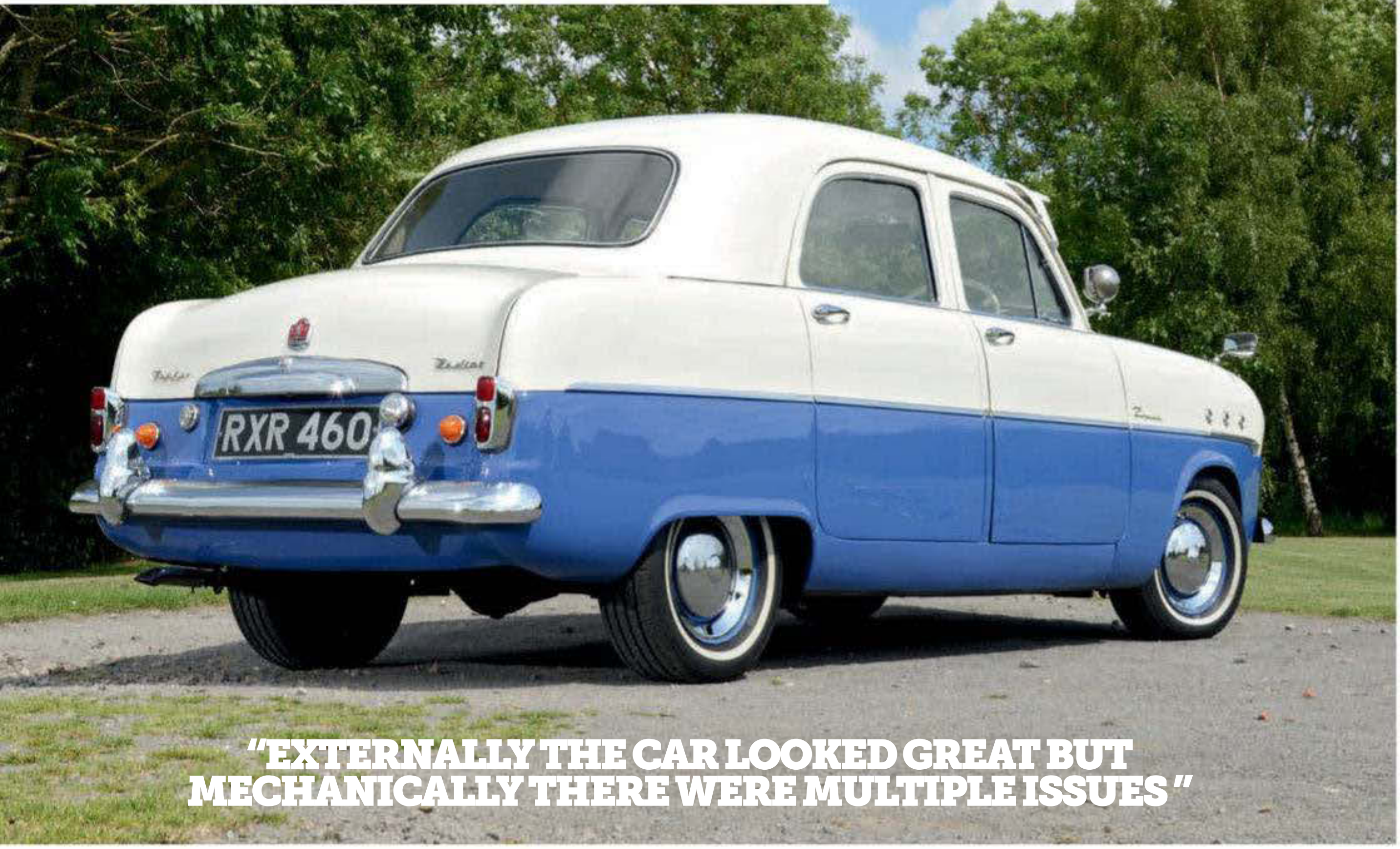
To give this September 1955-built car its official title, it's a Zephyr-Zodiac and happens to be one of the first production cars built with monocoque construction and MacPherson struts.

"It's aspects of the car like this along with the three-on-the-tree gearstick located on the steering column that brings back memories for the older generation."

Unfortunately, that transmission may as well have been zero on the tree as there was plenty of work to do in order for the Zodiac to return to a roadworthy condition, but at least it had survived when most of its counterparts had long since left the chat.

"It's mainly thanks to previous owner, Peter Moore that the car is still around today," Chris explains, "he'd bought

→



"EXTERNALLY THE CAR LOOKED GREAT BUT MECHANICALLY THERE WERE MULTIPLE ISSUES"

Superb, 1950s era interior looks great though bench seat (right) not so good when going round corners...

the Zodiac back in 1969 for just £50." It turns out Peter had borrowed the money from his father-in-law and used the car for a few years before becoming ill.

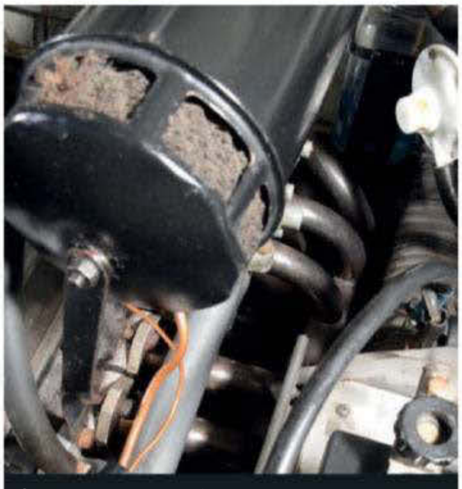
"The car was moved from garage to garage during the 1970s and 1980s while Peter embarked on a restoration of a Triumph Mayflower," Chris continues. "He also owned a Herald and a Vitesse for a while and finally he began tinkering with the Zodiac around 2010."

Things didn't go well and the Mk1's bootlid fell on Peter's arm causing a nasty injury — consequently his son advised him to retire from restoring cars.

"The family then contacted the TV show, Car SOS who were happy to take on the project given the circumstances," Chris says. "They carried out some welding to the floor and nearside B-pillar, stripped and repainted the entire shell in Dorchester White over Winchester Blue, fitted a brake servo and reconditioned the brakes."

The chromework saw a refurb too, while the leather interior was retrimmed by non-other than Peter's wife who just happened to work in the trimming department at Lotus! In traditional Car SOS-style, the refreshed Zodiac was handed back to Peter on a highly emotional day at the Ace Café in London, but he never really had chance to enjoy it for long. "Peter become too ill to drive though his wife did take him out in the car numerous times" Chris says. "He also secretly bought a stainless-steel six-branch manifold and this was fitted by his son so it seems his enthusiasm never wavered!" Sadly, Peter was to pass in 2015 and the Zodiac was sold by the Moore family a few years later.

Chris carefully rebuilt the straight-six, and it sounds great.



Stainless exhaust manifold was previous owner's mod. Left: chrome and whitewalls — what's not to like?

Next level

Knowing the full illustrious history of this Zodiac, Chris remained keen to do the car and Peter justice by taking things to the next level. "Externally the car still looked great, but mechanically there were multiple issues," he explains. "The front drum brakes had been converted to discs and a problematic clutch fixed since the Car SOS programme, but there was a lot left to do."

The first task was to strip the tired suspension, steering and still questionable brakes before rebuilding these with fresh NOS parts. "The engine had suffered too and smoked badly despite having only covered 20,000 miles," Chris tells us, "so I opted to carry out a full rebuild in my shed."

This entailed the purchase of oversized pistons sourced from Zodiac Motor Services along with a new timing chain and sprockets. "I had the block rebored to accept the larger pistons and rebuilt the engine with the help of my brother."

Other than the uprated manifold along with previously-fitted electronic ignition and an alternator conversion, the straight six →

RESTO LOG

Longtime 1950s Ford fan, Chris couldn't resist when this clean-looking Zodiac came up for sale...

The Zodiac looked very presentable, but Chris knew there was a lot of hard work to do.

The exterior panelwork was thankfully in good order, just needing a major polishing session.

The original engine was tired though, so Chris pulled it out and stripped it down in his shed.

Meanwhile the bay was cleaned up and readied for the rebuilt straight-six to be dropped back in.

At the sale time, the chromework was carefully cleaned and polished before being refitted.

“ALL THE RECENT RESTORATION WORK INCLUDING THE ENGINE REBUILD WAS CARRIED OUT BY CHRIS IN HIS SHED”

remains standard and has performed without fault over the last 3000 miles since its rebuild.

Knowing these cars well, Chris suspected the underside may still be hiding a few gremlins and stripped the interior to investigate.

“I found the floor to be very rusty despite the recent welding work,” he says. “This prompted a full wire brushing of the whole floor section and I carried out some welding to the worst-affected areas including the front chassis.” Once treated with rust inhibitor, Chris then set himself the task of T-Cutting the Zephyr’s bodywork followed by 40 hours of polishing.

“This made such a difference to the appearance of the car,” he smiles, “it now looked factory fresh once again and no paint was required.”

Shed heaven

Incredibly all the recent restoration work including the engine rebuild was carried out by Chris in his tiny shed and we’re told he had to fabricate a trolley just to be able to move the engine block around! “It was worth all the effort, and the engine runs smoothly and sounds so good,” he smiles. “The gearbox is smooth too and the car cruises happily at 60 mph.”

As you’d expect, this car holds a wealth of nostalgia especially for those of the older generation though strangely, it’s those bench seats that create the biggest reaction.

“It’s such a shame cars don’t come with bench seats anymore,” Chris laughs, “they were obviously very popular and came in quite handy back in the day!”

Even those of a younger generation admire this car and viewed from any angle, this Mk1 Zephyr truly is a looker. Sadly, not many of these cars survive, but at least Chris can rest content in the knowledge he’s done his bit to save a piece of motoring history from an era which is now often overlooked. CF

Chris is chuffed he’s been able to bring this 1950s survivor up to scratch.

FRESH START

SAVING THE STRAIGHT-SIX

Despite its fresh paintwork, shiny chrome and smart two-tone leather interior, Chris still had his work cut out ensuring the Zodiac would perform safely and reliably on the road. This involved rebuilding the suspension, brakes and steering along with a major engine overhaul. Still boasting its original 2262cc in-line straight-six complete with an addictive soundtrack, Chris was reluctant to carry out any form of conversion and elected to rebuild the factory-fitted powerplant. A set of elusive NOS oversized pistons were sourced from Zodiac Motor Services along with a fresh timing chain and sprockets. Once slotted into the refurbished engine complete with its suitably rebored block, the Zodiac had a long overdue new lease of life. You could easily be forgiven for forgetting this car is now over 70 years old!

TECH SPEC

1955 ZEPHYR-ZODIAC

Engine: 2262cc inline six
Transmission: three-speed manual
Brakes: (front) disc conversion, (rear) drums
Wheels and tyres: 13 inch steel wheels and hub caps
Top speed: 82 mph
0-60: 18.3 seconds
Price when new: £851

RESTO CONTACTS

SPECIALIST HELP

Mk1 Consul/Zephyr/Zodiac Owners Club
https://fivestars.co.uk
Zodiac Motor Services
01634 221649,
www.zodiacmotorservices.com

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Top 10 INSURANCE TIPS

There are lots of ways you can keep insurance premiums down. Here are 10 tips on how you can do it effectively and still come away with the right policy for you and your classic Ford.

1. Don't just renew
It's all too easy to let the direct debit continue and sign up for another year with your existing insurer. Before you do though, have a look at quotes from other insurers. If they come in cheaper and you don't want to switch, call your existing insurer, quote the cheaper prices and quite often they will be able to bring your renewal quote down to a similar level.

2. Look at classic insurance
They're often tied into Agreed Value, limited-mileage polices but classic insurance specialists can offer some great-value policies. Most class a vehicle eligible for classic insurance as being over 20 or 25 years old, but some allow exceptions for modern classics, so do your research before you dismiss a classic insurance policy out of hand if you own a newer Ford.

3. Know the market
Don't assume the same people who sort out your house insurance will always understand the exclusiveness of your Puma Racing. Do your research and make sure that they know your Ford isn't just any old car.

4. Disclose all modifications
Even minor modifications such as an aftermarket air filter should be disclosed, or the insurance company could refuse to pay out if the unthinkable happens. It's worth noting that not all modifications will necessarily increase your insurance premium.

5. Get Agreed Value
Where possible, go for a policy from a company that will give you an agreed valuation, so your Ford is insured for what it's actually worth.

6. Join a club
Many insurance companies offer cheaper schemes and policies through affiliated car clubs, because they recognise that club members are enthusiasts who care about their cars.

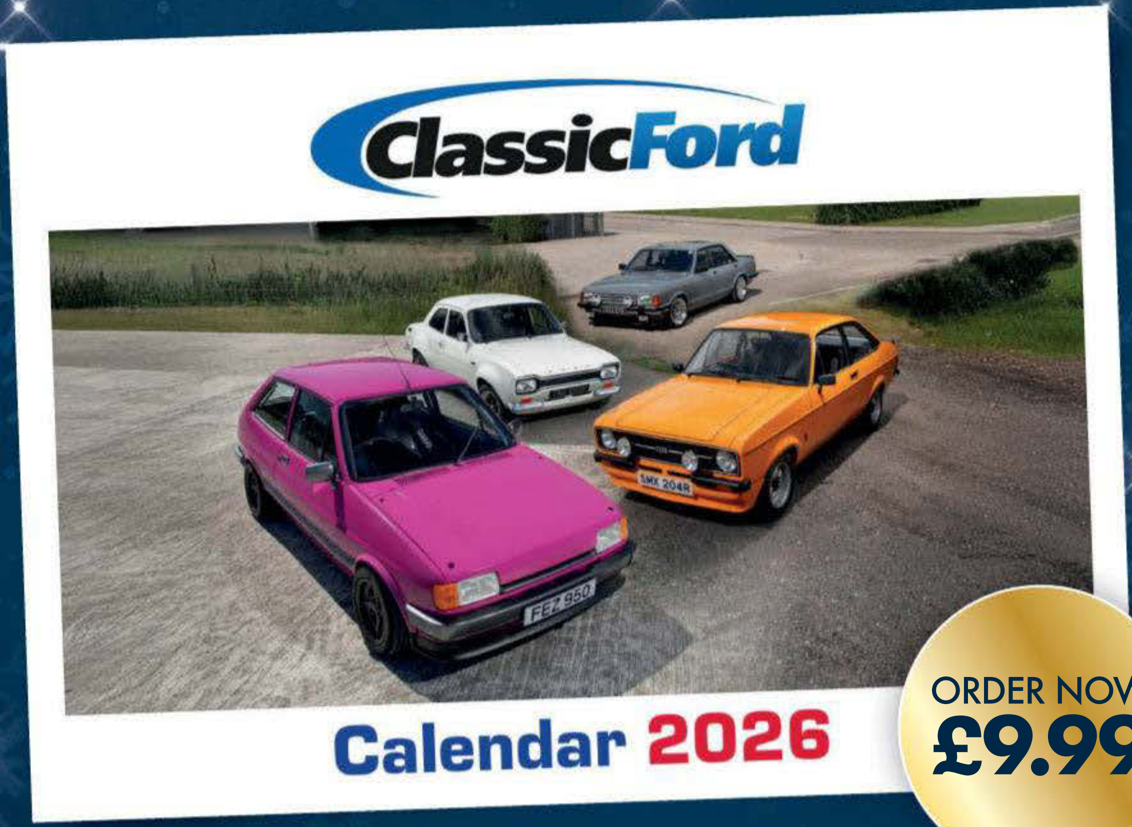
7. Limit the number of drivers
Try to limit the amount of drivers covered on your insurance policy - if it's your car, then the insurance company will understand that you are going to drive it with the knowledge that you've paid for it.

8. Do less miles
There is the temptation to drive your cherished Ford everywhere, but picking the right moments can lead to saving money on insurance. A reduction in mileage means there's less risk involved and insurance companies will pick up on that fact. Always be honest with your yearly mileage, as you don't want to run the risk of it affecting a claim.

9. Invest in security
Immobilisers, GPS trackers, steering locks or anything that will stop those light-fingered scumbags having away with your Ford is worth doing, and quite often will be a requirement for an insurance policy. They may even ask what type of locks are fitted to your garage doors.

10. Don't over-value your car
Overvaluing a classic Ford when applying for an insurance quote could lead to an increase on the premium price. Most cherished Fords tend to hold their value, but you should be cautious in how you rate one.

2026
CLASSIC FORD CALENDAR



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BUYER'S GUIDE

FIESTA SUPERSPORT

What to check and how much to pay for arguably the most-desirable of all the sporty Mk1 Fiestas.

Words Christian Tilbury **Photos** Chris Wallbank

Billed as, 'the affordable alternative to mundane motoring' on its July 1980 launch, the Fiesta Supersport was Ford's attempt to give Fiesta customers a slice of excitement that wouldn't break the bank.

Priced at £4499, and sitting between the 1300S and the 1300 Ghia, the Supersport had the affordable angle sewn up, while a carefully selected mash-up of parts from the 1300S and Ghia, together with a smattering of performance-focused extras from Ford's Series-X catalogue, meant the Supersport was far from ordinary. Granted, with only 66 bhp from its twin-choke Weber-fed 1297cc Kent engine, which together with firmer suspension and wide ratio BC four-speed gearbox was lifted direct from the 1300S, the Supersport wasn't the last word in performance, but it was a head-turner rather than a neck snapper.

Making the Supersport a standout in every way were the additions of polyurethane spoilers and wheelarch extensions, 6x13 inch RS alloys shod with 185/60R13, low-profile Pirelli P6 tyres, driving lights and black trim that extended to the bumpers with overriders. Making the biggest contribution to the Supersport's unique appearance though, was a huge side stripe decal, which complemented the standard shades of Sunburst Red or Diamond White or the optional black and metallic Stratos Silver finishes.

For Sunburst Red cars these graphics were always red, but for the other finishes the stripes could be either grey or red to match the checked Carla trim.

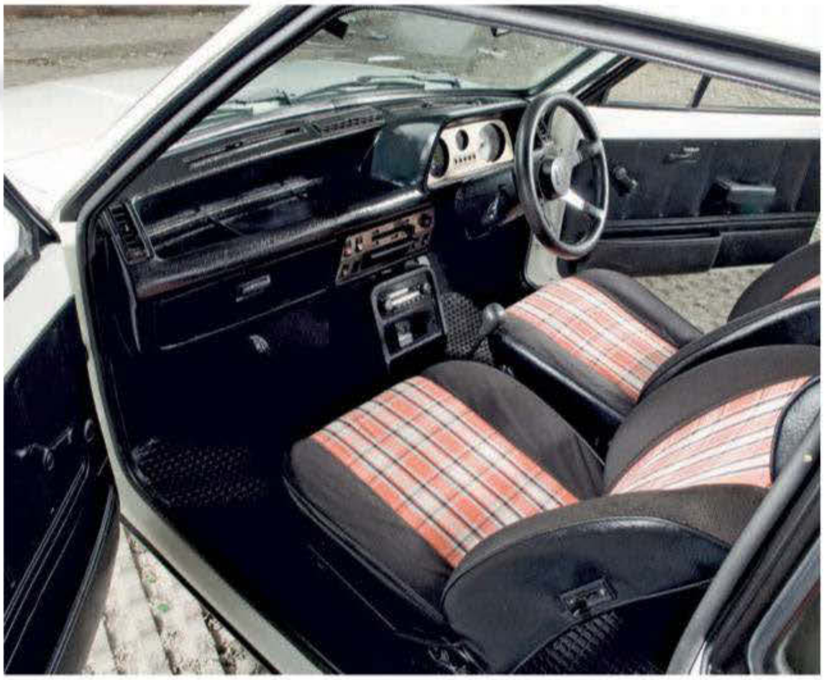
As well as the distinctive, patterned trim, the Supersport's interior also included fully reclining front seats from the Ghia, a cigar lighter, clock, grab handles, rev counter and radio. In return for £192.45, customers could give the standard specification a boost with the optional Executive Pack that comprised of a removable glass sunroof, Ford RST21P radio/cassette and headlamp wash wipers. For £59.99, they could also opt for the Climate Control Park that added tinted glass, gradient band tinted windscreen and opening front quarter windows.

A production run of only 3000 added to the Supersport's exclusivity and 45 years later, it's arguably even more sought after. With the best cars changing hands for over £25,000, the Supersport doesn't quite live up to its original promise of being affordable but, as Ford implied back in 1980, for those who do own one their classic Ford motoring will be anything but mundane.

BODY

The V5 won't always say Supersport as several were registered as 1300S or base models, but body details are a good way to determine if a car is the real deal. Look for the bulge in the unique rear valance (necessary to house the 6x13 inch spare wheel) and über-rare single-bolt bumpers. Earlier cars have the VIN stamped on the strut top, with later cars having an 'XX' near the front of the VIN and the number in the floor between the driver's seat and sill. Common rust spots include the rear valance, door bottoms, wings, front panel, rear arches, sills, floorpan, A-post, boot floor, suspension mountings, bulkhead and inner wings. Correct front panels are expensive and hard to find, although remanufactured wings, boot floors and other repair sections can be sourced. Reproduction decal kits are available but the only way to replace the overriders or bodykit is with second-hand items. The body kit is most likely to have damage to the rear arches where the mounting pins have rusted away. The Mk1 XR2 kit fits and looks identical but has a different part number.

INTERIOR



Replacement Carla trim can be difficult to source. Reproduction covers for the red check version are available from Aldridge Trimming, but the more easily damaged grey material is unobtainable. Many cars will already have been retrimmed, but experts say the factory material should have a slightly textured feel to it. Make sure any interior refresh has also retained the original front seats with the correct back map pockets. Aldridge can also supply a pair of black doorcards at £250 to replace the often-damaged originals, but the exclusive Warm Chocolate carpet can only be sourced second-hand. Hard-to-find black dash is prone to cracks across its top and in its corners.

FIESTA 1.3
SLR 405W

“THE BIGGEST CONTRIBUTION TO THE SUPERSPORT’S UNIQUE APPEARANCE WAS THE HUGE SIDE STRIPE”

NEXT MONTH
FOCUS RS MK1

GEARBOX

The BC ’box isn’t the slickest but a reluctance to accept gears is usually down to play in the linkage, while it’s not unusual for the synchromesh to get weak between second and third gears. Noisy, rumbling bearings are much more serious though, indicating that the four-speeder needs a rebuild. A flickering speedo needle and leakage from the driveshaft oil seals are telltales of collapsed differential bearings.

ENGINE

The five-bearing, 1297cc engine is more durable than smaller capacity versions of the Kent motor, but look for the same signs of terminal wear, such as poor idling, heavy breathing, blue smoke and high oil consumption. Timing chains can stretch and get rattly with age, but a more likely issue is a clacking noise from the top end that is a telltale of cracked camshaft followers. Wear to the Weber carburettor’s auto choke can cause rough running, but the more likely cause is the points closing up or the condenser failing. Replacement exhaust downpipes and the unique exhaust heat shield can be hard to find. No Supersport is cheap, so if originality is key, then ideally you want to see the factory, matching numbers Kent under the bonnet.

ELECTRICS

Most electrical issues can be sorted with a simple clean of connections and earths. Headlamps and taillights aren't hard to source, but replacing the correct 591 Carello driving lights can be exceptionally difficult and expensive, as they're significantly rarer than the 640 versions found on later 1980s fast Fords. The Executive Pack's headlamp wash wipers are practically impossible to replace, although the accompanying larger washer bottle is slightly easier to find. Good versions of the optional RST21P stereo are now fetching between £150-£200.

BRAKES

A slightly spongey brake pedal is to be expected — it's an unfortunate side-effect of the cross linkage to the master cylinder being moved during the conversion to right-hand drive — but don't ignore an ineffective handbrake. While a lot of travel and a reluctance to hold the car can be caused by seized rear wheel cylinders, physically adjusting the cable can be hard as the Mk1's complex handbrake mechanism uses various wires and pulleys. All brake components are cheap to replace and readily available.

SUSPENSION

Track control arm bushes are prone to wear, the symptoms being vague steering and a clunking noise over bumps. A wallowing and bouncy ride points to tired dampers and springs, while uneven rear tyre wear and a noise from the back over bumps are signs of terminally worn rear radius arm bearings.

ONE TO BUY

Price: £34,995
On sale at: Car & Classic
For: One of the best available
Against: The best doesn't come cheap

This Diamond White Supersport is a later example, being registered in August 1981. 'Meticulously restored', the Fiesta still features a great deal of its original details, including its glass (etched with the registration) and the optional Executive Pack with the correct stereo and headlamp washers. Showing just over 19,000 miles, the Supersport is said to run very quietly, with the gearbox working as it should. The only deviation from the standard specification is the addition of a stainless steel exhaust. The Fiesta comes with documented history and is said to be ready to show or use.

VALUES

£15,000-£17,000	£17,000-£25,000	£25,000+
Roadworthy, tidy cars	Good to excellent examples	The very best Supersports

NEED TO KNOW

Clubs & Forums

Fiesta Club Of Great Britain
www.fiestaclubgb.co.uk

Fiesta-mk1.co.uk
www.fiesta-mk1.co.uk

Supersport Register (via XR Owners' Club)
www.xroc.co.uk

Specialists

Aldridge Trimming 01902 710805
www.aldridge.co.uk

Burton Power 020 8518 9127
www.burtonpower.com

Ex-Pressed Steel Panels 01535 632721
www.steelpanels.co.uk

Magnum Classic Ford Panels 01706 359666
www.magnumclassicfordpanels.co.uk

MotoMobil
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www.motomobil.com

TECH SPEC

Body
Three-door hatchback, pressed steel monocoque

Engine
1297cc, four cylinders, transverse, two valves per cylinder, single camshaft, overhead valves, pushrods and rockers, Weber dual-choke carburettor. **Power:** 66 bhp @ 5600 rpm, 68 lb.ft torque @ 3250 rpm

Gearbox
Four-speed manual, all-synchromesh

Suspension
Front: independent by MacPherson struts, coil springs, anti-roll bar. **Rear:** dead axle, trailing links, Panhard Rod, telescopic dampers

Steering
Rack-and-pinion

Brakes
Hydraulic with vacuum servo assistance. **Front:** 210 mm solid discs. **Rear:** 178 mm rear drums

Wheels and tyres
RS 6x13 inch alloys, Pirelli P6 185/60/13 tyres

Performance
Maximum speed: 96 mph
0-60 mph: 13.7 seconds

Price when launched
£4499

CLASSIC MARKET

The Ford highlights from recent classic car auctions plus previews of interesting cars heading to the salerooms over the next month.

SOLD

Recent Fords that went under the hammer

1989 Escort RS Turbo

Sold by: Morris Leslie, September 20
Sold for: £17,200
A cherished example, this Series 2 had been with the vendor since 2017, and five years prior to that had been treated to a full restoration with photographic evidence. The car came with lots of additional paperwork and just topped its upper estimate to sell for £17,200.

1985 Escort RS Turbo

Sold by: WB & Sons, September 13
Sold for: £7750
After spending 25 years on the vendor's driveway, this Series 1 Escort RS Turbo was looking a little sorry for itself but crucially was complete and ripe for restoration. The potential value of a fully restored car explains the £7750 hammer price.

FORTHCOMING AUCTIONS

WB & Sons Classic Car & Bike Auction
October 25
https://auctions.wbandsons.com

Brightwells Classic Cars & Modern Classics
October 29
www.brightwells.com

ACA Classic Auction
November 1-2
https://angliacarauctions.co.uk

The Iconic sale at the Classic Motor Show
November 8-9
www,iconicautioneers.com

WB & Sons Classic Car & Bike Auction
December 6
https://auctions.wbandsons.com

Brightwells Classic Cars & Modern Classics
December 10
www.brightwells.com

COMING SOON

Our pick of the cars coming up for auction

1989 Sapphire Cosworth

Being sold by: WB & Sons, October 25
Estimate: £18,000-20,000
First registered in August 1989 this 75,000-mile 2WD Cosworth has been the subject of a recent underside restoration including stripdown, metal repairs and rebuild with many new parts — all finished to OEM spec. At the same time the owner had the engine bay refreshed and the engine serviced. It comes with a large history file including photos of the underside before and during the restoration.

1966 Mustang

Being sold by: Hobbs Parker, October 15
Estimate: NA
Finished in lovely, period Silver Blue, and restored by the current owner around a decade ago, this 289-powered notchback features a number of tasteful, era-correct mods including an Edelbrock inlet manifold, four-barrel Holley carb, later dual-circuit brakes and four-pot front brake callipers, and a Borg-Warner T5 gearbox from a later model. One to use — and enjoy.

2000 Mondeo Ghia X

Being sold by: Hobbs Parker, October 15
Estimate: NA
Registered new in January 2000, this one-owner, 2.5-litre V6-powered, 11,950-mile Ghia X Automatic is finished in Mid Atlantic Blue Metallic with Midnight leather. In exemplary original condition, it carries a unique specification with factory RSAP body styling, dealer-fitted RS 17 inch alloys, Morette headlights, Koni suspension, and a host of period extras.

Classics

At Hobbs Parker Car Auctions

Buy or sell your classic Ford at Auction - Auctions held throughout the year. Call for details.

hobbs parker Classic Car Auctions

All cars featured above were entered into our Autumn Classic Car Auction from 15th - 16th October 2025. Full details can be found online at www.hobbsparker.co.uk/cars

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Great Unveiling special; Fiesta XR2 project; **Heritage:** Consul L; **Specialist:** ERA Sports & Racing; **Restored:** Lotus Cortina; **How to:** fit longer wheel studs; **Buyer's guide:** Mk3 Transit

Classic Ford
ENGINE SWAPS SPECIAL

OCTOBER 2025

Engine swaps special; 4A-GE Escort 1600 Sport; **Heritage:** Capri Laser; **Specialist:** Hallscorts Performance; **Restored:** Cortina 1600E; **How to:** fit an oil cooler; **Buyer's guide:** Mk1 Orion

Classic Ford
MODERN CLASSICS SPECIAL
VAN GO!

SEPTEMBER 2025

Modern classics special; **Heritage:** Mondeo ST200 Estate; **Tech:** Duratec HE tuning; **Restored:** Escort XR3i; **How to:** use a fault code reader; **Buyer's guide:** Mk4 Mondeo 2.5T

Classic Ford
HOMEBUILT HEROES

AUGUST 2025

Homebuilt Heroes special; **Heritage:** Fiesta XR2 Mk2; **Tech:** Type-9 'box guide; **Restored:** Capri 2000GT; **How to:** fit lowering springs; **Buyer's guide:** Mk3 Cortina

Classic Ford
SHOW STARS

JULY 2025

Classic Ford Show 2025; **Motorsport:** Spa 3-litre Capri; **Grafters:** Mk1 Escort; **Restored:** Transit County 4x4; **How to:** fit lowering blocks; **Buyer's guide:** Focus ST

Classic Ford
GENERATION ESCORT

JUNE 2025

Escort anniversary special; **Motorsport:** Mk1 Mexico; **Grafters:** Mk1 Focus; **Restored:** Capri 3.0S; **How to:** Rebuild your engine; **Buyer's guide:** Mk1 Mondeo

Classic Ford
GET OUT THERE

MAY 2025

164-page summer shows and events special; **Motorsport:** Group A Escort Cos; **Grafters:** Duratec Mk1 Escort; **Heritage:** Mk2 Transit; **Restored:** Cortina GXL; **Buyer's guide:** Anglia van

Classic Ford
CLASSIC SLEEPERS

SPRING 2025

Supercharged Sierra Estate; 1.8T Escort Van; **Tech:** sleeper engines; **Grafters:** Genesis Escort drift build; **Heritage:** Sierra XR4x4; **Restored:** Mondeo ST200; **Buyer's guide:** Zephyr Six

Classic Ford
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2025's HOTTEST FORDS

APRIL 2025

Mk1 and Mk5 Transit pick-ups; **Tech:** small-block Ford V8; **Motorsport:** Escort Cosworth rally cars; **Heritage:** Mk4 Cortina Estate; **Restored:** Capri 3.0S; **Buyer's guide:** Sierra XR4i

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OLD SCHOOL THRILLS
NEW SCHOOL POWER

MARCH 2025

Built Not Bought special; Fiesta RS Turbo; **Tech:** gearbox ratios; **Motorsport:** Sierra Challenge; **Heritage:** Mk4 Cortina 1300; **Restored:** Mk1 Mexico; **Buyer's guide:** Probe

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ISSUE 350 SPECIAL!
GAME CHANGERS

FEBRUARY 2025

28 Game Changers; Duratec Escort Sport; **Engine guide:** Coyote V8; **History:** Ford at the Nürburgring; **Heritage:** Cortina Crusader; **Restored:** Capri 3.0S; **Buyer's guide:** Racing Puma

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BEST OF THE BEST

JANUARY 2025

Classic Ford Awards; Prototype Escort Monte; **Tuning guide:** NA Cosworth YB; **How to:** sill and A-panel repair; **Heritage:** Cortina Savage; **Restored:** Capri 1600L; **Buyer's guide:** Mk3 Granada

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BRILLIANT BEST BUYS!

DECEMBER 2024

148-page Buying special; FordFest; **Tuning guide:** Pre-Crossflow; **How to:** service your Ford; **Heritage:** Anglia 105E; **Restored:** Capri 280; **Buyer's guide:** Mk3 Fiesta

Classic Ford
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THE BIG REVEAL

NOVEMBER 2024

Great Unveiling special: Mk2 Fiesta, Mk2 Mexico, Mk1 Escort, Mk2 Granada; **How to:** baffle a sump; **Heritage:** Turbo Technics Capri 2.8i; **Restored:** Cortina GXL; **Buyer's guide:** Puma 1.4/1.7

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DREAM MACHINES

OCTOBER 2024

Dream Fords special; ST170 Mk2 Escort Van; Zetec Anglia 105E; **How to:** repair chassis rails; **Heritage:** Capri 1600L; **Restored:** Escort Harrier; **Buyer's guide:** Consul V4/V6

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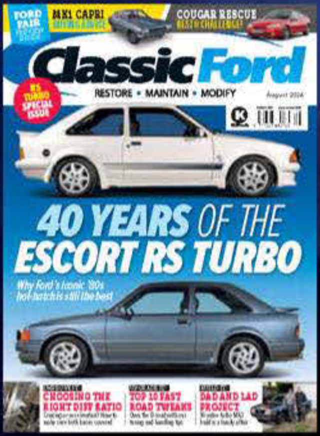
PROJECT CARS SPECIAL

SEPTEMBER 2024

Project cars special; Broadspeed-style Anglia 105E; **On test:** electric polishers; **Heritage:** Escort Monte; **Tech:** Pinto tuning; **Restored:** Escort XR3; **Buyer's guide:** Mk2 Fiesta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40 YEARS OF THE ESCORT RS TURBO

AUGUST 2024

40 years of the Escort RS Turbo; Samuri Racing Mk2 Capri; **How to:** choose a diff ratio; Turbo May Taunus 20M; **Tech:** turbo basics; **Restored:** Cougar V6; **Buyer's guide:** Mk1 Capri

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SHOW STOPPERS!
THIS SUMMER'S BIGGEST HITS

JULY 2024

Summer special; Classic Ford Show report; Spender's Sapphire Cosworth; **Grafter:** eBay's Mk1 Transit; **Heritage:** Cortina 1600L; **Tech:** steel engine internals; **Buyer's guide:** Capri 2.0S

Classic Ford
55 YEARS OF THE CA
BEST IN SHOW
PROJECTS

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https://pocketmags.com/classic-ford-magazine/issues

Also available on Readly, Zinio, Press Reader

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CURRENT LISTINGS

FORD MUSTANG V8 AUTO COUPE HIGH SPEC

1966, £29,995. Subjected to a comprehensive refurbishment by its long term UK owner. Presented in its original Ford Nightmist Blue metallic with black Pony interior. The recent addition of GT 350 stripes can be removed if required. Imported from California in 2014, this car has been lovingly restored and upgraded into the beautiful example you see today. Much of the work was carried out by the respected Mustang Workshop, and there are invoices which total an eye watering £60,000 worth of overall investment over the last 10 years, which make this one of the best available. Work included fitting of a new Blue Print crate engine in 2017 at 48430 miles. Along with a new sump pan, Valve covers and air filter, Oil filter and pump, engine dip stick and tube, water pump, thermostat, Radiator, radiator hose kit, timing cover, fuel pump, transmission cooling lines, crankshaft dampener, Holly 600 carb, Alternator, alternator bracket, alternator wiring loom, voltage regulator, gasket kit, spark plugs, distributor, plug lead set, electric fan, water-less coolant, high torque starter motor. The underside is very clean and is fitted with a Stainless steel exhaust system with Patriot ceramic headers. Driveability is greatly improved with Rack & Pinion power steering, Willwood Front Disc Brake upgrade, Brake booster, rear brake shoes and drums. Koni front and rear shocks, rear leaf springs, front coil springs improve handling. Interior has been fully refurbished including front seats re-covered with Pony covers and new foams, set of black carpets. The car comes with a comprehensive history file and is MOT'd until 30/06/2024 (but car is registered Historic, Tax and MOT Exempt). Video available on the St Andrews Autos Youtube Channel. This is a really nice, well sorted car. P/X welcome and delivery available. Please call 07836 226228, Essex

FORD FIESTA 1.4 GHIA

POA. 2003. Metallic black, cream velour, very low mileage 36000 miles, MOT 10 months excellent condition. Please call 07714 263355, Scotland

10846

FORD FIESTA ZETEC

£1,795. 1.4 petrol 1998, 50,000, 2 previous owners "R" REG, new battery, new fuel pump, showroom brochure, full MOT, timing belt done 37,718 miles, Ford alloys, can deliver anywhere. Please call 07895 675851, South West

11067

FORD MONDEO

£1,300. 2010. MOT until June 2026. Diesel turbo. 116000 miles. Runs well. Very clean. Manual g/box. Recent new tyres. Please call 01724 840026, North Lincolnshire

11244

1960 FORD PREFECT 107E RESTOMOD

£17,299. 3 year build with a 1700 Zetec SE engine from a Ford Puma mated to a 6 speed Mazda RX8 transmission through a custom propshaft to a 3.9:1 Cortina GT diff with a Black line LSD and anti tramp bars. Escort front suspension /steering with Gaz coil-overs and spherical top mounts. Rear adjustable Gaz shocks. Bare metal respray in Ford Carnival Red, no rust or rot and all usual 100e areas sorted. Rewired with new guages and switches etc, modern H4 headlamps and electric wipers. Megasquirt ECU. Custom intake, exhaust manifold and system. New cooling / heating system. New brake system with front vented discs, bias pedal box and servo. New wheels and tyres. All new rubber seals, gaskets and weatherstrips. Custom retrim with Alfa Romeo 166 MoMo front seats, new door cards headliner and carpets. Over £22000 spent but ill health forces very reluctant sale. Please call 07583 286246, South East

11282

FORD ANGLIA 105E

£11,950. 1965. Blue/white, blue interior, S/S exhaust, S/S petrol tank, re-wired, Milton suspension disc brakes on front, lots of spares inc. original wheels, many photos available. Please call 07721 010293, Kent

11146

FORD COUGAR

£1,825. 2.5xpack year 2000 last owner 20 years recent service and brake overhaul and new drive shaft. 12 months MOT lovely car. Please call 01597 851539, Powys

11167

1994 FORD GRANADA SCORPIO 2.9 V6

1994, £6,500. Ford Granada Scorpio 2.9 V6. Enthusiast owned, prize winning show car. In superb condition, White. Electric windows, electric sunroof, electric/heated seats, electric mirrors, rear parking sensors, cruise control, full Black leather, unmarked alloy wheels, good tyres. MoT until 19/10/2025 (passed last time with no advisories). Insurance valued at £6000 in 2022. 2 boxes of various spare parts. Lots of documented history. 2 keys. Based just off J40 of M6. Genuine reason for sale. Please call 07703365756, Cumbria

11181

FORD “AUTO” FIESTA 1.4

£1,895. 5 door petrol, 2004, 57,400, 6 service entries, gearbox oil just changed July 25, cambelt kit May 2024 £350, heated screen, Ford 6 channel RDS digital radio CD, MOT no advisories 10th July 2026, fully anti freezed, always garaged, no accidents, can deliver anywhere. Please call 07754 688636, South West

11313

FORD FIESTA

£950. 1.2 petrol 5-speed “ULEZ car” Azure Metallic Blue 2007, full MOT, 135K with service history, Ford RDS radio CD, can deliver anywhere, no texts please. Please call 07544 181832, South West

11341

PININFARINA FORD FOCUS

£2,295. 2 litre petrol 5-speed hardtop convertible 2008, full MOT, 128K, two keys, brown/bronze, service history RDS Ford Radio CD, absolutely stunning, can deliver anywhere. Please call 07754 688636, South West

11342

FORD FOCUS

£1,995. £20 tax Focus Zetec 998cc 5 speed petrol turbo March 2013, 92000, MOT 18th June 2026, Solent Blue 5 spoke Ford alloys, radio digital Ford CD, 50 MPG, always garaged, can deliver anywhere. Please call 07895 192682, South West

10925

PART RESTORED 1985 FORD ORION 1.6I GHIA

1985, £2,500. The parts that have been restored to original condition are mostly interior with some exterior parts restored. In a nutshell, the body has the sunroof removed, all the interior trim removed and is ready for fitting new panels which are rear quarters, new inner and outer sills and the battery tray. The engine needs to be removed and tested but I am sure it is ok. I have purchased lots of NOS parts which I can supply a list of by email as well as pictures. The seats and head rests have had new foam and covers fitted and the parcel shelf has been refurbished with new speakers fitted and the first aid box holder refurbished. Asking price is £2500.00 with buyer arranging pick up of body shell and all parts. Contact details are miahound68@gmail.com. Please call 07787419233, Warwickshire

10781

FORD FIESTA 1995

1995, £1,000. MK3 facelift has electric windows 1.3 lxi version s door central locking, have most MOT’s from new, have owned since 26K, never been welded MOT expired March 2023, have new front bumper in wrapper. Please call 07459608118, Greater London

169

FORD FIESTA

£1,798. Zetec 1.4 petrol 1998 3 door, only 47,300 miles, 2 previous owners silver, grey cloth, stored many years, R-Reg, new battery, new fuel pump, showroom brochure, full MOT, can deliver. Please call 07895 675851, South West

11003

FORD ESCORT MK2 4 DOOR 1300

£4,000. Unfinished project. All paperwork complete on British log book. Sound solid rolling shell. New wings. New front panel. In primer. Needs rebuilding. 90% parts available new and original. Please call 07541 653736, North East

10927

FORD TRANSIT

£500. 1997. Braking a 1997 smiley face transit. Very good D+P doors, bonnet, back lights. Also engine and box, axels, wheels. The lot £500- text only. Please call 07449 038711, North Yorkshire

11230

FORD D SERIES

£14,000. 1981. 7.5t pantechnicon. Crew cab. Fully renovated. Newly painted. New rear doors. Ready for test. Ex our fleet for 35 years. Please call 07515 576200, West Yorkshire

11120

FORD TRANSIT 1996

POA. 4 berth. Everything working full mot runs spot on. Please call 07763 909322, South East

10768

FORD TRANSIT CAMPER

£2,900. 1987. 79000 miles. Ford Transit Camper Van petrol. Fair condition. MOT till June 2026. Please call 07796 628908, West Midlands

11375

FORD IVECO TIPPER WAGON

POA. 204093km, 15 Ton gross, 14' Long x 8' Wide, steel drop side with tarmac chute. Very good condition. Please call 07836 257532, South East

11075

BEWARE SCAMMERS!

We value your advertising and want to remind you be aware of scammers. Scammers are clever and can often seem genuine so please remember :

- Kelsey will **never** contact you to upsell your free advert to a paid for one.
- Do not share any financial or personal information with people you do not know.
- Kelsey are not responsible for any transactions between seller and buyer.
- You can report scam calls to us via email at **cars@kelseyclassifieds.co.uk**

FORD COUGAR MK2 ALLOYS AND BODY PANELS

POA. Ford Cougar MK2 1 set of Ford alloys 6 1/2 x 16 with centre caps. Also body panels. Please call 01597 851539, Wales

FORD ANGLIA CAR PARTS

POA. 1967. Ford Anglia 105E parts for sale. Engine 997cc. Body seals. Brake shoes. Jacks. Brake cable. Presser plate/clutch coil. Phone for prices. Please call 02380 632108, Hampshire

11242

FORD TRANSIT MK 1/2/3 PARTS

POA. Panels/parts too many to list, gen Ford, new and good used parts 4x4 parts and complete kits for LWB, SWB, phone for list. Please call 01527 852390, Warwickshire

10679

MK2 ESCORT RS2000 PARTS

POA. Black airbox, rubber bushed alloy alternator bracket, passenger side clock and pod. Very rusty original UK mk2 rs2000 with its matching engine and gearbox etc. Brave project and a lot of parts missing. Can WhatsApp any photos required. Please call 0035387 4152081, Ireland

10731

FORD PARTS

POA. Corsair rear axle, tow bar, front struts V41700 g/box, 2000E walnut dash, 1600E dash and cappings, Corsair bonnet boot lid, Stoke-On-Trent, buyer collects, reasonable offers. Please call 07794 319395, Newcastle

10930

FORD THAMES ET6 STEERING BOX

£100. A little worn, working. Please call 01207 233141, South East

11392

FORD CAPRI PARTS

£400. 1973. Rear axle for Ford Capri 2000 V4 GT. Stored as spares for current car. Please call 07884 162217, Wiltshire

11304

FORD CONSUL MK 1 PARTS

£120. 1950's. Rear bumper, early 1950's, £120, good original chrome. Got 2 holes in it for brackets and measures 57" x 3 1/2" can post. Please call 07939 923088, Peterborough

11296

FORD MONDEO MK2 NEARSIDE HEADLIGHT AND ELECTRICAL STALKS

£15. From 1998 Ghia. £15: Collect, or Courier at £8.50. Please call 01366 728030, West Norfolk

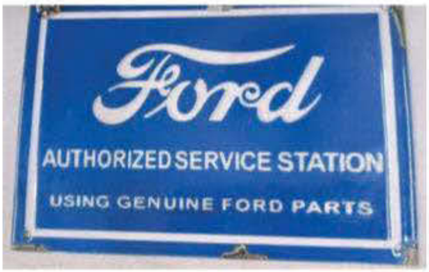
10851

FORD GRANADA GHIA X PARTS

£100. 1983. All parts in very good condition. Plymouth. Please call 01752 892962, Devon

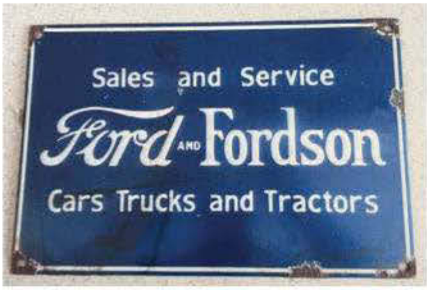
11157

FORD ENAMEL SIGN



£60. Ford Authorized Service Station Using Genuine Ford Parts. Size 12x8 inches. 4 fixing holes. Post free. Please call 02083 997541, Surrey

FORD ENAMEL SIGN



£50. Sales and Service Ford and Fordson Cars Trucks and Tractors. Size 8x12 inchs. 4 fixing holes. Post free. Please call 02083 997541, Kent

10758

FORD ESCORT VAN WANTED

Wanted. Late model. Prefer drivable, but one needing work considered. Leicester. Please call 07538 696157, East Midlands.

FORD THAMES 307E, 309E, OR ANGLIA VAN WANTED

Wanted. Any condition. Please call 07751 243693, Aberdeenshire

11365

WANTED TO BORROW FOR A DAY FORD CORTINA MK 4 2.0/2.3 GHIA FOUR DOOR SALOON

Wanted. For Classic Ford magazine tribute feature. With or without vinyl roof. On an R/S/T plate 1977/1978/1979. My late father owned one XNN36S and I would love it if you would lend Classic Ford your prized motor for the day. Interested? I want this to happen and I can't do it without a suitable donor vehicle. Please contact myself Jonathan Esberger on jonathanesberger@gmail.com. Please call 07949 311841, South East

10924

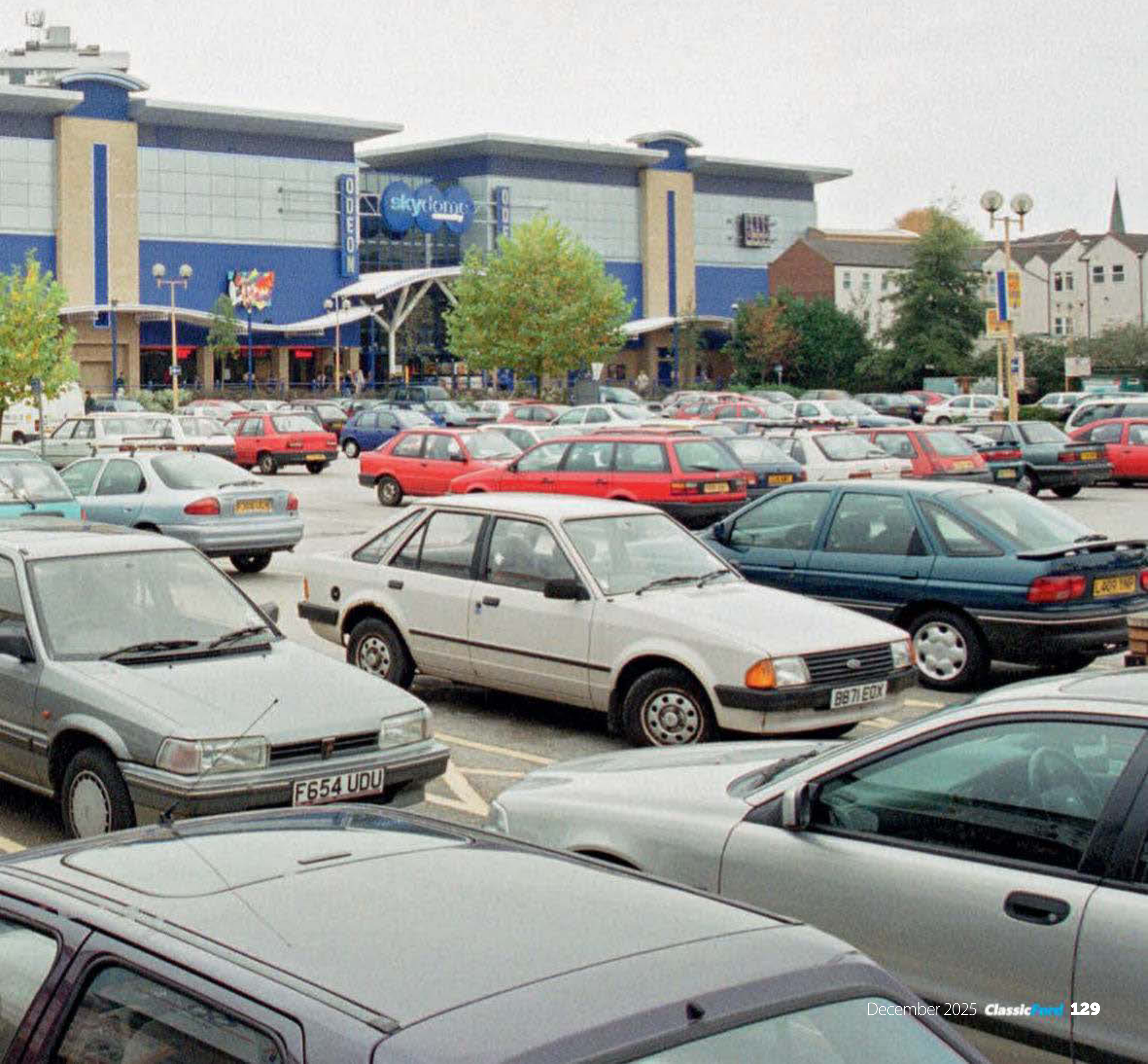
PARTING SHOT

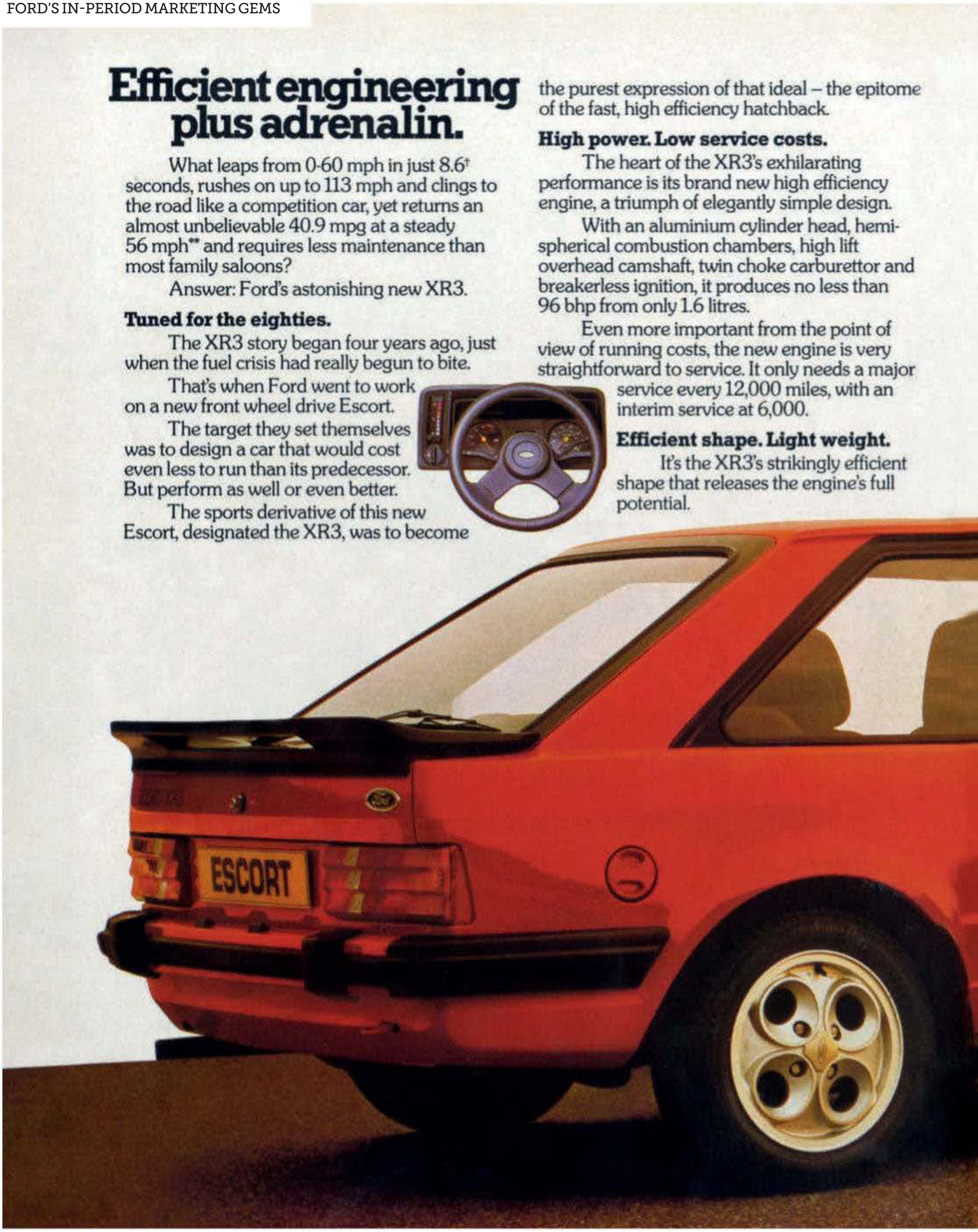
LOOKING TO THE PAST ONE CLASSIC IMAGE AT A TIME

D715 JEY
F406 XSC
B818 CUK

EYE AT THE SKY

This month it's a relatively short hop back in time to the cusp of the Millennium, as we visit Coventry's Skydome shortly after its opening in 1999. There's a big Ford presence in the car park; the Mondeo and Mk5 Escort making the shabby B-plated Escort look its age. Of the other Fords in shot we couldn't help wondering how the diesel Orion with the signature rusty bootlid ended up on a Q-plate but whatever the story, it had its last tax disc the following year. What else can you spot? Let us know at classicford.ed@kelsey.co.uk. **Words** Paul Wager **Photo** Getty





Efficient engineering plus adrenalin.

What leaps from 0-60 mph in just 8.6† seconds, rushes on up to 113 mph and clings to the road like a competition car, yet returns an almost unbelievable 40.9 mpg at a steady 56 mph** and requires less maintenance than most family saloons?

Answer: Ford's astonishing new XR3.

Tuned for the eighties.

The XR3 story began four years ago, just when the fuel crisis had really begun to bite.

That's when Ford went to work on a new front wheel drive Escort.

The target they set themselves was to design a car that would cost even less to run than its predecessor. But perform as well or even better.

The sports derivative of this new Escort, designated the XR3, was to become the purest expression of that ideal – the epitome of the fast, high efficiency hatchback.

High power. Low service costs.

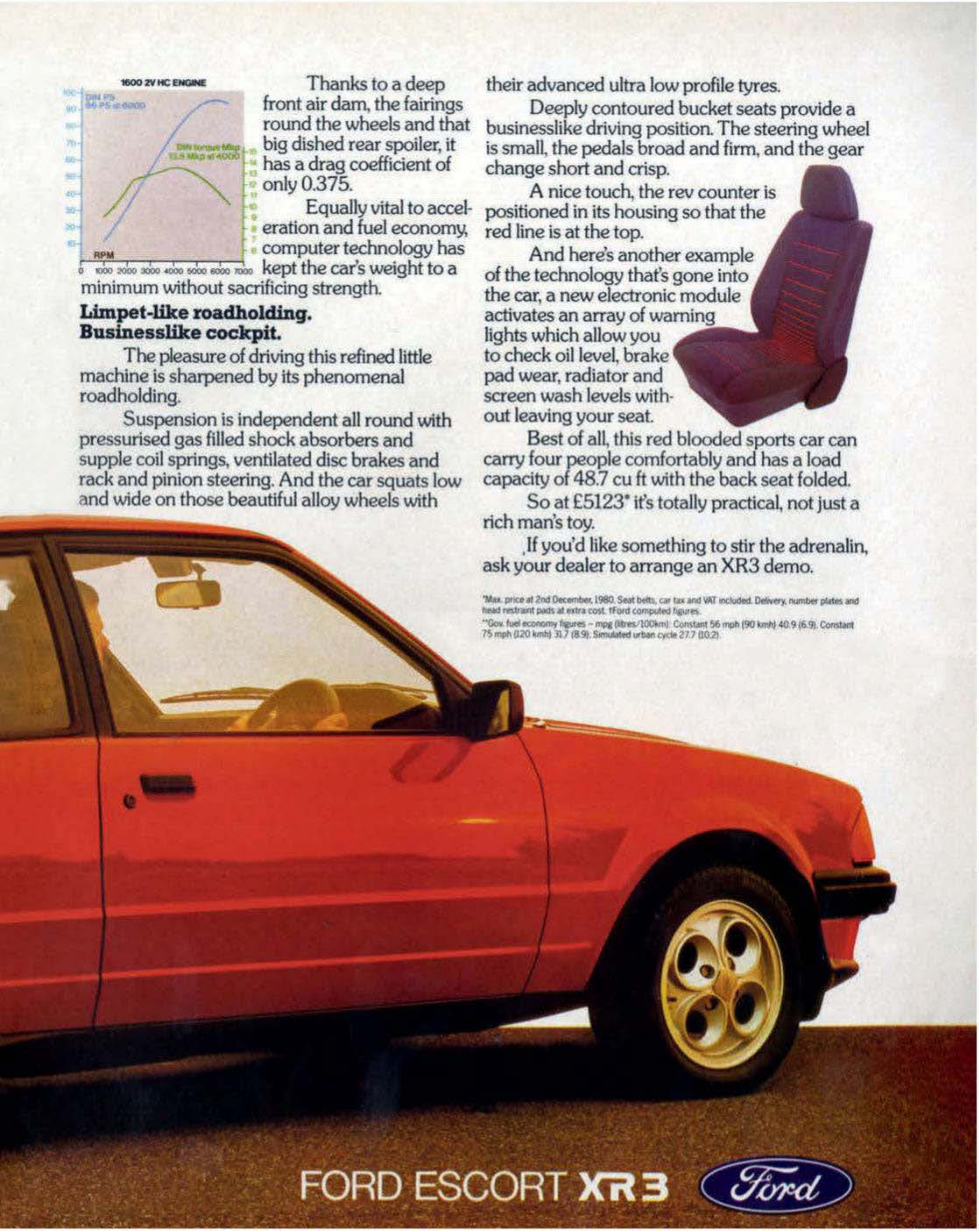
The heart of the XR3's exhilarating performance is its brand new high efficiency engine, a triumph of elegantly simple design.

With an aluminium cylinder head, hemi-spherical combustion chambers, high lift overhead camshaft, twin choke carburettor and breakerless ignition, it produces no less than 96 bhp from only 1.6 litres.

Even more important from the point of view of running costs, the new engine is very straightforward to service. It only needs a major service every 12,000 miles, with an interim service at 6,000.

Efficient shape. Light weight.

It's the XR3's strikingly efficient shape that releases the engine's full potential.



Thanks to a deep front air dam, the fairings round the wheels and that big dished rear spoiler, it has a drag coefficient of only 0.375.

Equally vital to acceleration and fuel economy, computer technology has kept the car's weight to a minimum without sacrificing strength.

**Limpet-like roadholding.
Businesslike cockpit.**

The pleasure of driving this refined little machine is sharpened by its phenomenal roadholding.

Suspension is independent all round with pressurised gas filled shock absorbers and supple coil springs, ventilated disc brakes and rack and pinion steering. And the car squats low and wide on those beautiful alloy wheels with their advanced ultra low profile tyres.

Deeply contoured bucket seats provide a businesslike driving position. The steering wheel is small, the pedals broad and firm, and the gear change short and crisp.

A nice touch, the rev counter is positioned in its housing so that the red line is at the top.

And here's another example of the technology that's gone into the car, a new electronic module activates an array of warning lights which allow you to check oil level, brake pad wear, radiator and screen wash levels without leaving your seat.

Best of all, this red blooded sports car can carry four people comfortably and has a load capacity of 48.7 cu ft with the back seat folded.

So at £5123* it's totally practical, not just a rich man's toy.

If you'd like something to stir the adrenalin, ask your dealer to arrange an XR3 demo.

*Max. price at 2nd December, 1980. Seat belts, car tax and VAT included. Delivery, number plates and head restraint pads at extra cost. †Ford computed figures.

**Gov. fuel economy figures – mpg (litres/100km). Constant 56 mph (90 kmh) 40.9 (6.9). Constant 75 mph (120 kmh) 31.7 (8.9). Simulated urban cycle 27.7 (10.2).

The Car Cave Scotland

Unit 6A Butlerfield Industrial Estate | Bonnyrigg | Midlothian
e. alan@carcavescotland.co.uk | t. 01875 820527

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We also have a small selection of modern vehicles that have been hand picked to ensure quality.

£34,995

Ford Capri 280 Brooklands
Very Good Original Car

£13,995

Ford Escort XR3i - 56k Miles
Very Good Condition

£2,650

Ford Fiesta ST - 1 Years MOT - 115K
Very Good Condition

£34,995

Ford Escort RS2000
Very Solid Example

£4,250

Ford Corsair 1.7 V4 auto
Needs Restored

£13,995

Ford Escort Mk2 2.0
Starts runs and drives. Room for improvement

£13,995

Ford Escort 1600 Sport
Very Solid Example. Needs tidied up

£7,750

Ford Escort Mk2 4 Door Auto
Very Good Original Car. Needs light restoration

£13,500

Ford Escort 1600 Sport
Starts runs and drives but needs work

Looking to sell your car?

We specialise in selling Classic Cars - if you have a classic car you wish to sell - simply get in touch with us and we can see if we can help you.